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# BRITANNIA Triumphant:

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## An Account of the Sea-Fights and Victories OF THE ENGLISH NATION,

From the earliest Times, down to the Conclusion of the  
late War, under the following noted Commanders,

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EARL OF CUMBERLAND,  
SIR FRANCIS DRAKE,  
SIR WALTER RALEIGH,  
PRINCE RUPERT,  
DUKE OF ALBEMARLE,  
DUKE OF YORK,  
COMMODORE HOWE,  
ADMIRAL OSBORN,  
COMMODORE KEPPEL,

SIR EDWARD HAWKE,  
LORD ANSON,  
ADMIRAL CORNISH,  
ADMIRAL POCOCKE,  
SIR GEORGE ROOKE,  
ADMIRAL BOSCAWEN,  
GENERAL DRAPER,  
COMMODORE MOORE,  
GENERAL WOLFE, &c. &c.

TO WHICH IS PREFIXED

### A Large INTRODUCTION,

Containing the History of NAVIGATION, from the earliest  
Accounts to the present Time; with the LIVES of  
the most celebrated ADMIRALS.

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BY A SOCIETY OF NAVAL GENTLEMEN.

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ADORNED WITH THE HEADS OF THE ADMIRALS.

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A NEW EDITION.

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L O N D O N:

Sold by R. JAMES, J. DURSLEY, A. MALLARD, J. DARNTON,  
F. NEWTON, and E. CAXTON.

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## THE

# INTRODUCTION.

**B**RITAIN has had dominion over the seas from the earliest times, as appears from the trade they drove with the Carthaginians and the northern nations, long before the coming of Cæsar; and after Cæsar's landing, he finding it an admirable place, to aggrandize the island, taught the Britons how to maintain a superiority of dominion over the British seas. The first fleet fitted out by the Roman governors in England, was by Julius Agricola, under the emperor Titus, about the year of our Lord 72, in order to subdue Ireland and the Orcades, and to annoy the Caledonians. Those subdued the Orkneys, alarmed Ireland, and at last returned to Richborough, near Sandwich. From this time, it is probable, the Romans kept up a fleet in Britain; for in 142 we find the admiral's name was Sejus Saturninus. About this time the coasts were greatly infested by pirates, and in 228 Caius Carausius was sent with a Roman fleet, to scour the coasts: he executed his trust with courage, conduct and fidelity; but being informed of an order from the emperor to cut him off privately, it wrought so powerfully on the sailors and the Roman soldiers who were in Britain, with whom he was a great favourite, that they proclaimed him emperor, and supported him in that high office against all the power his enemies could bring against him. He seized on Bulloigne, and several places on the French coast, and harrassed the neighbouring states in

such a manner, as to force Maximian to acknowledge him emperor of Britain. In this dignity he distinguished himself for justice and equity, and maintained his dominion of the seas against all competitors: he made firm alliances with such states as were grown famous on the Thracian Bosphorus for their power by sea, that they might join him, in case of his being attacked by the Romans. This alliance raised the jealousy of the Romans to such a pitch, that they fitted out a strong fleet of one thousand sail against him; and when he was preparing to defend Britain, he was slain by his bosom friend.

After this time they were careful to maintain their maritime force, till overcome with sloth and luxury, the bulwarks of the nation were suffered to rot in the harbours, and their ports became an easy prey to their ambitious neighbours. In 463 Vortimer restored the fleet, and defeated the Saxons in a sea-fight, near the isle of Thanet; but after this the fleet suffered greatly, till prince Arthur came, and kept up at least a shew of naval strength; and after this Offa repulsed the Danes in 787, who had made a descent on the west of Northumberland, where they did incredible damage, till Egbert, king of the West Saxons, having improved his fleet, defeated thirty-five sail of Danish ships, off Charmouth, in Dorsetshire. After Egbert's death, the Britons neglected their navy, when the Saxons in one of their expeditions, sailed up the Thames, with three hundred and fifty ships, and burnt all the towns on both sides of it.

After this, when Alfred began his reign over them, this wise prince set about a restoration of their naval affairs, and built ships of a new construction, invented by the king himself, capable of holding sixty rowers, and double the size of any ships then in use. When his fleet was compleated, Alfred took care to have it manned by experienced sailors, and commanded by officers of undaunted courage and fidelity; and set them to sea, with express orders neither to take nor

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give quarter. The king, being informed, that six pirates, of large size, infested the coast, sent nine of his newest ships, who set sail in quest of them, commanding them neither to give nor take quarter; and his orders were so strictly obeyed, that they were all either sunk or taken, and the men, who lived, were hanged as pirates. Alfred after this fixed his attention on encouraging the trade of his subjects, wisely judging, that this would always make a fresh supply of able mariners, as being the best nursery for sailors. For this purpose, he gave great encouragement and commissions to certain persons, to discover the Artic regions, and to attempt a passage to the north-east on that side; he had correspondence with the East-Indies, and sent others upon a voyage for the discovery of the north-east passage: he sent also one Neuffton, an Englishman, to discover the coast of Norway and Lapland, and the whale-fishing. After this he sent one Singlemus, a priest, to India, who returned with an immense treasure of Indian goods, perfumes, and precious stones, of which Alfred made presents to foreign princes. In 901, Edward succeeded his father Alfred, and fitted out one hundred sail of ships, to oppose an invasion of Northern rovers. He forced the enemy to run their ships on shore, where he landed his own men, intirely routed the enemy, and killed most of their commanders. This Ethelstan succeeded to the throne on his brother Edward's death, in 925, and he kept up a powerful fleet, with which he invaded Scotland, to revenge himself on Constantine, the king of that country, for a breach of faith, to which he was obliged to submit, tho' afterwards joined by others: he revolted, and was intirely vanquished both by sea and land.

The naval power was greatly advanced in the three following reigns of Edmond, Edred and Edwy. Edwy, in 957, had a fleet of three thousand six hundred ships, with which he vindicated his right derived from the sovereigns of this island, in all ages, to the dominion of the seas, and by



which he justly obtained the title of the Protector of commerce. He divided his navy into three fleets, each of 1200 sail, which he kept in constant readiness; one on the eastern coast, one on the western coast, and the third on the northern coast of the kingdom, to defend them from the Danes and Normans, and every year at Easter, went on board the fleet on the eastern coast, and sailing westward, scoured the channel; and having looked into all the ports to the Lands-end, where he met the western fleet, he sent the other back, and going on board the western fleet, did the like on all the coasts of England, Scotland and Ireland, and among the Hebrides, or Western Islands, where being met by the northern fleet, he went on board the same, and came to the Thames' mouth. These encompassing all his dominions, he made an invasion impracticable, and kept his sailors in constant exercise. This he did every year for 16 years, being his whole reign.

In 978, when Edward came to the throne, after the example of his father, he prepared a powerful navy, having a law made, that every three hundred and ten hides of land in the kingdom should furnish a ship for the king's service; but these, with all the fleet left him by his father, were rendered so unserviceable in six years, that the Danes, with seven ships, insulted the coast, and plundered Southampton. For several years after this, the kingdom was harrassed and exhausted by pirates of different nations, and large contributions raised, till Canute, who, with fifty ships, manned with brave English tars, sailed to Norway, and drove out Oluf, who had usurped the throne of that country. Canute exceeded all his predecessors in naval affairs, and in the reign of Harold Harefoot, his son, the navy was increased, but in the reign of Edward the confessor, the navy was suffered to decay, and was insulted by different nations.

In 1575, the whole marine of England consisted of no more than twenty-four ships, the largest of which, called the *Triumph*, consisted only of one thousand tuns, and the small-

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est; the *George*, under sixty tuns; and, according to a survey made in England at that time, the whole number employed on the merchant service, measuring from forty to one hundred tuns, amounted only to six hundred and sixty-six vessels, and those of one hundred tuns and upwards, to only one hundred and thirty-five; the whole of the naval forces, reckoning the queen's ships, those she hired, and such as were fitted out at the expence of the free ports, to defend the coast against the Spanish invasion, amounted only to one hundred and forty-three ships, including tenders, storeships, and vessels of all sizes. At the death of Queen Elizabeth, the royal navy was computed at sixteen thousand tuns. During king James I's reign, naval architecture was greatly improved by the study of the famous Phinæas Pett; and the royal navy, at his demise, was increased to the burthen of twenty-three thousand tuns. And from this æra, as our trade and navigation considerably increased, our shipping was augmented in proportion, notwithstanding the great discouragement which the mercantile part of the nation suffered during the civil wars. For the usurper, rightly judging the advantage a superiority at sea would give his politics over his neighbours, almost doubled the national fleet, as the king found it at the restoration: and the Dutch war, which soon followed, occasioned so large an augmentation, that lord keeper Bridgeman in 1670 reported, that for ten years past, the annual charge of the navy amounted to half a million. In 1678 the royal navy consisted of eighty-three ships, of which fifty-eight were of the line of battle: at which time, according to Sir William Petty, the exports of this nation were computed at ten million sterling *per annum*. And according to Dr. Davenant, the balance of our trade was fixed at two millions at least. King William, at his coming to the crown, found the royal navy to consist of one hundred and seventy-three sail, great and small, carrying, in the whole, six thousand nine hundred and thirty guns, and forty-three thousand and three men.

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Since that time, it has been continually increasing. In 1748 the British fleet amounted to three hundred and twenty-two sail, carrying twelve thousand two hundred and seventy pieces of cannon; which, if all in commission, and completely manned, would employ eighty-three thousand four hundred seamen. At present there are one hundred and forty-eight ships of the line, one hundred and three frigates, fifty-seven sloops, eighteen bombs, ten fire-ships, besides yatches, tenders, store-ships, &c.

Edward the conqueror granted several privileges to many towns conveniently situated near the mouth of the river Thames for harbouring a navy; these are called the Cinque Ports. These were to furnish him with a fleet of seventy-eight sail of ships upon any emergent occasion, each of which to be manned with twenty men, besides the master of the mariners. These they were to maintain five days at their own cost, after being summoned, paying to the master sixpence a day, sixpence a day to the constable, and three pence a day to each mariner; after five days, they were to be maintained at the expence of the crown. The ships were so capacious in these times, as to carry two hundred persons.

In king Stephen's time, the marine was neglected, and went to decay. King Henry II. restored the royal navy, secured trade, and maintained his right to the British seas. Luxury was at a prodigious height in his reign. England abounded with foreign commodities; our national staple was exported for gold and silver. He advanced the navy to such a degree, that one of his expeditions cost the nation one hundred and fifty thousand pounds, which in those times was a very large assessment. We read no more of the royal navy till the year 1171, when Henry assembled a fleet of four hundred large ships at Milford-haven. In his reign a prince of North-Wales, of the name of Madock, settled a colony in the West-Indies. In his reign also William Mandeville earl of Essex obtained the king's licence, with several other lords, to assist the distress

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Christians in the Holy Land. He sailed there in 1177, with thirty-seven sail of large ships, well manned. In the reign of king John shipping was encouraged, and in a short time had so large a fleet as to employ fourteen thousand sailors. He invaded Ireland with a fleet of five hundred sail, and made a union of the two nations. In 1214 he assisted the earl of Flanders against the French with a fleet of five hundred sail, totally defeated the French king, took three hundred sail of his ships, with arms and ammunition, and stranded above a hundred more, blocking up the remainder in the port of Daun. In his reign trade flourished greatly. He was at last poisoned by a monk.

In the reign of Henry III. the navy and trade was much neglected. Edward I. succeeded him. He sent a fleet against the Welsh, totally overcame them, and added Wales to his other dominions, established English laws and officers for their government, and kept all the maritime towns and strong-holds in possession. He greatly encouraged trade and industry. The riches of the times may be computed from king Edward's bounty, in giving thirty thousand pounds towards the ransom of Charles Achaia, taken in a sea-fight, on the coast of Arragon; and the fine he levied on his corrupt judges of sixty-five thousand marks, besides other incredible riches; a sure token of a flourishing trade. He was shamefully attacked by the French, whom he defeated, and remained in possession of the seas, which they had claimed by ancient right, taking two hundred and forty sail of their ships, which he brought home with him to England. He afterwards made a descent on the Island of Rhe, with three hundred and sixty sail of ships, and put all the enemy to the sword. He equipped three squadrons to guard the coast, one of which he called the Yarmouth squadron, to cruise on the eastern coast, the Portsmouth squadron, to cruise on the southern coast, and another was stationed for the security of Ireland and the western coast. His fleet assisted him in the conquest of Scotland. His heart was so bent upon this

conquest, that he ordered if he died in his expedition, his dead body was to be carried round the army till his son had conquered the whole island. Death overtook him near Carlisle. He improved the coin, and for the encouragement of trade, gave the merchants a charter, called the merchants great charter.

Trade and maritime affairs were at a low ebb in Edward II's reign, the kingdom being torn in pieces with intestine broils and divisions.

In the reign of Edward III. the French king and he were embroiled about the right of succession. The French king pleaded a right as heir male of the collateral or more remote line. The English king as heir of the female, but direct line, and one degree nearer. Edward set sail from Onwell in Suffolk, the fifteenth of July, with a fleet of five hundred ships. In 1340, king Edward first assumed the title of king of France, quartered the French flower-de-luces with his own arms, and added the motto *Dieu & mon droit* (God and my right.) On the twenty-second of June he set out again from England with a fleet of two hundred and fifty sail. By this time the French had got together a fleet of four hundred sail, in order to oppose his landing. Here happened the bloodiest fight that had ever been in these seas. The king in person commanded, and got a compleat victory over the French. This made the French desire a truce; so that Edward and his queen returned to London, and landed on the thirtieth of November. As soon as the French thought they had recovered strength enough, they broke the truce; upon which Edward fitted out a fleet of a thousand tall ships, with an army of fifty-five thousand men, horse and foot; notwithstanding the French had an army of one hundred and twenty thousand yet Edward laid waste all the country, and marched to the gates of Paris; and afterwards fought the famous battle of Cressley, where he obtained a compleat victory. The prince of Wales, who was only sixteen, did wonders in this battle.

After this he took Calais with seven hundred ships. Things remained quiet for some time, but at last they broke the truce, which obliged Edward to send the earl of Lancaster to chastise them. He afterwards invested his son with the duchy of Guienne. King John also invested the Dauphin with the same duchy, which brought on the famous battle of Poitiers, where prince Edward defeated, with two thousand men, an army of twenty thousand, and took the French king prisoner. Notwithstanding Edward's wars, yet trade flourished, for the exports were 294,184l. 17s. 2d. The imports 18,970l. 13s. 8d. He was the first king that coined any gold coin in England.

Richard II. son of the black prince, succeeded Edward III. He was a minor. Trade had declined, and the navy been neglected; the French insulted the coasts, but application being made to parliament, the navy was restored.

In 1383 the bishop of Norwich invaded Flanders with fifty thousand foot and two thousand horse, under the colour of holy war. In 1389 the Irish rebelled; Richard embarked a considerable army on board two hundred ships. In his absence, Henry duke of Hereford landed in the north of England. The discontented nobles raised an army of sixty thousand, and marched towards Bristol, which surrendered; and the king himself, who resigned his crown, on condition that he and eight more should live a quiet and retired life. He was afterwards confined in Pomfret castle, where he ended his days. It is thought his death was occasioned by ill treatment and unheard-of cruelties, with which his enemies removed him out of the way, for fear of giving uneasiness to the king's agents. The trade and navigation of this reign appear by the several voyages made by the earl of Derby, by the several public instruments which are recorded between king Richard and Prussia, and by several public acts passed in this troublesome reign, with regard to our trade and naval affairs. Henry duke of Lancaster having ascended the throne, and



being invaded by the Scots, the French concluded this to be a proper time to take advantage, forgot their former treaties, and invaded the island. He fitted out a fleet against them, burnt several of their towns and shipping, and in his return home laden with rich booty, took the hereditary prince of Scotland and his companion the bishop of Orkney, and safely lodged them in the tower. Henry ordered a fleet of ten men of war, commanded by Sir Robert Umfrevile, into the Firth of Forth, where he ravaged the shores on both sides, and burnt the largest ship they had, called the Great Galliot, and returned to England with a great many prizes. In 1412 Henry entered into a treaty with the confederate princes of France against Charles VI. by which he engaged to send troops to their assistance, but they having behaved dishonourably, the general ravaged the country, till they were obliged to compound with him for thirty-two thousand gold crowns, to defray the charge of the voyage. Trade flourished greatly in his reign. He departed this life on the twenty-first of April, 1420. Henry V. a most glorious monarch, was proclaimed on the death of the king, with great acclamations of joy. He was compared with David the prophet for piety, and therefore called the Prince of Priests; with Cæsar the invincible for affectation of glory, and with Alexander the great for magnanimity; but he far exceeded every one of them. The only men that were jealous of him were the clergy; they suspected that he had a mind to assume all spiritual power into his own hands, and become as Henry VIII. They consulted how to take him off from them, by shewing him the indisputable right he had to the crown of France. They persuaded him to send messengers to demand the peaceable surrender of the crown of France, at the same time signifying that he would accept the king's daughter with the kingdom, and that he would accept no other pawn for his possession, till after his death. This message, as it was perhaps the highest ever sent to a free prince, so it was with the chief of his

bles, accompanied with a guard of five hundred horse. The court of France pretended ignorance of the occasion of their coming, dissembling their disdain, and treated them with great magnificence, and said they would send ambassadors to England. They desired peace, and offered to buy it with the tender of some towns. The Dauphin, who ruled during the sickness, or rather weakness and insanity of the king, was so imprudent as to give the king such an affront as they had better given him ten kingdoms; willing to give the first blow in a war, which he saw was not to be prevented, scornfully sent the king by his ambassadors a present of tennis-balls, intimating thereby, that he knew better how to use them than bullets. The king's wit being as keen as the other's sword, returned him for answer, that he would send him a present of such balls as he would not dare to hold up his racket against them. The distracted state of the French nation gave king Henry hopes that he should have only the one half of the nation to deal with, that the distracted and dissatisfied part of the people would make a diversion in his favour. He therefore began with surprising Rochelle, pillaged Trepori, and made an attempt upon Diep, having collected a numerous army, with one thousand six hundred sail of ships, which he hired from the Dutch, &c. and secured the other different states by treaties. The parliament having raised sufficient supplies, the nineteenth of August he embarked his whole army, and landed at Havre de Grace, without opposition. Henry immediately marched forward, and invested a sea-port of great consequence, which made a gallant defence, but was obliged to surrender in five weeks. The king made this a place of arms, after he had turned out all the French inhabitants. His army suffered so much by sickness, and the fatigues of the siege, that he had only nine thousand men left. The French had one hundred and fifty thousand, the third part horse, and ten thousand noblemen and gentlemen. The king offered a truce, and to make good all damages, but the French refused this

with disdain; and at the same time, in an insulting manner informed him, that he must fight on the twenty-fifth of October. The herald that brought him this affront, he presented with a rich robe, and two hundred crowns. Henry in the mean time neglected no means to inspire his men with courage and resolution, to conquer or die with him in the field. This wrought so powerfully on this little army, that they ardently wished for the day of battle, despising the number of the enemy. David Gam, a Welch captain, who was sent to reconnoitre the enemy, reported, that there were enough to be killed, enough to be made prisoners, and enough to run away; he observing the French, thinking themselves secure by having such a numerous army, employed their time only in indolence, sports and rejoicings. The battle was fought near the castle of Agincourt, in a narrow way, between a rivulet and a wood, and remains a lasting honour to the British nation, who, with so small a number, destroyed such a prodigious army. King Henry was so sensible of the interposition of the hand of providence, that immediately after the battle, he caused the hundred and fifteenth Psalm to be sung, ordering his whole army to prostrate themselves before the majesty of heaven. When the herald came to desire leave to bury the dead, he declared before them, and all his nobles and officers, that he looked upon himself only as a scourge sent by a righteous God, to punish France for their sins. On the French side were killed one hundred princes, eight thousand nobles, one archbishop, three dukes, six earls, ninety-two barons, one thousand five hundred knights, seven thousand squires and gentlemen, and ten thousand soldiers; fourteen thousand were made prisoners, of whom one thousand six hundred were men of quality. The English lost only twenty-eight common soldiers, one squire, four knights, the earl of Suffolk, and the duke of York. The next day, the victorious monarch pursued his march to Calais, and embarked on the sixteenth of November, with his principal



prisoners, and all his forces. All those misfortunes had no effect upon the French, but they got a fleet ready to infest the English coast, and the Constable resolved to besiege Harfleur, and also meditated a formidable invasion.

The Constable accordingly besieged Harfleur on the land side, and admiral Narbonne, with the whole French navy, blockaded it closely up by sea. The English garrison were put to great straits. The English fleet of four hundred sail, with twenty thousand men, at last arrived to their succour. As no relief could be given to the town, without first forcing a passage through the French fleet, an engagement became unavoidable. The English began the attack with great courage; and totally defeated the French fleet and Genoese carracks. Five hundred vessels were taken, or sunk, with five Genoese carracks, and twenty thousand men lost. The English fleet sailed into the town in triumph; when the army observed this, they raised the siege and decamped. Henry, willing to make the most of the distracted state of France, fitted out a fleet with design to go himself to Normandy, but dispatched the earl of Huntington first, to discover the coast, he met with nine Genoese ships, which were in the French service, sunk three of them, and took three others, in which was money to pay the French fleet six months. By these wise and prudent methods, Henry secured the navigation in the channel, and removed every obstacle towards transporting his forces, and landing his army for the total reduction of France, and to maintain the rights he had to that country. For this use he embarked on the twenty-eight of July, in a ship whose sails were made of purple silk, richly embroidered with gold. His fleet consisted of one thousand five hundred sail, with twenty-five thousand five hundred land forces, horse and foot. His first enterprize was besieging the town of Caen, which soon surrendered; several places he also took by storm; and by the thirteenth of January, all Normandy was either taken or surrendered.

This was just 214 years, after the English had lost it, in the reign of King John. Before the month of August, he had opened to himself a way to the gates of Paris. Those victories and successes compelled the French to sue for peace, which was concluded between the two crowns at Troyes. By this treaty he agreed to marry the princess Catherine, daughter of Charles VI. after whose death the crown of France was to descend to the king of England and his heirs for ever. The parliament confirmed this treaty, which gave so much lustre to the English crown, and granted a great subsidy, to finish the conquest of France, a great part of it being still strongly attached to the Dauphin; to make up the deficiency of the gift he received from the parliament, he borrowed money from the monied men in England, and on the tenth of June embarked, with an army of twenty-four thousand men. On the sixth of December, he received the agreeable news of his queen being delivered of a son, to whom he left his kingdoms, being cut off on the thirty-first of August 1442, aged thirty-three. He reflected, when on his death-bed, upon the blood he had spilt, but comforted himself with the glory and advantages he had procured for England. In this reign trade was very low, the chief concern being to raise money for conquests, which must have been fatal to England; but Henry VI. not a year old, was proclaimed king; and Charles VI. dying on the thirty-first of October, in the same year, he was proclaimed King of France at Paris: eight years after, he was crowned both in London and Paris. His interest greatly declined in 1436, but there was no naval armament, till 1436, when the French regained the possession of Paris. They besieged Calais by sea and land; the protector fitted out a fleet of five hundred sail, and a great army, and relieved the place. The next year a naval armament was sent under the command of the earl of Somerset, to block up Harfleur, while it was attacked by land; it surrendered, after four months' blockade.

The king's marriage produced ruinous effects; for from this time the dukes of York and Gloucester were become the objects of the new queen's resentment: the former was removed from his posts, to make way for the duke of Somerset; the latter was committed for high treason, and next day found murdered in his bed. This brought on the war between the houses of York and Lancaster. The queen apprehending she would never be safe, while York and his adherents were living, sent letters in the king's name to the duke of York, and the earls of Salisbury and Warwick, to meet the king at Coventry, to discourse about the affairs of the kingdom. They accordingly came, but soon discovering the snare that was laid for them, they fled for their lives; the duke of York into Wales, the earl of Salisbury to the north, and Warwick to Calais. Notwithstanding this, all parties were afterwards seemingly reconciled, and an act of reconciliation passed the great seal. The queen had determined the duke of York's disgrace; and that to secure the succession of the crown to her son, she must cut him off. This being known to the duke, he and his friends withdrew from court. Having engaged the earl of Warwick, lord admiral, in his interest, who, under pretence of going to his government at Calais collected all the ships he could muster in the streights of Dover, met with a fleet of Spanish merchant ships, of which he took six, put to flight twenty-six, slew one thousand men, took many prisoners, and took a vast booty.

Warwick, being called to London, to give an account of this, lord Somerset was appointed in his room, but the garrison and town refused to receive him. The king was displeased at the garrison and inhabitants, and ordered lord Rivers to collect a fleet at Sandwich; but while he was preparing for the voyage, Sir John Denham, one of the opposite party, surprized him at Sandwich, and made himself master of the whole fleet, and carried him prisoner to Calais, with his son.



and a number of other officers. The ship that had carried over the duke of Somerset revolted, and went over to the earl of Warwick. The earl of Warwick employed those ships to carry him to Ireland, where he had a conversation with the duke of York, and concerted measures for their common defence. In his return he met with the royal fleet, under the command of the duke of Exeter; but the whole mariners were dissatisfied, so that he did not think proper to attack him.

About this time, the inhabitants of Kent sent an invitation to Warwick to invade them. Henry, having fitted out another Squadron, gave the command to Sir Simon Montfort, giving him a command to watch Warwick; but Warwick sailed, and surprized Montfort at Sandwich; and after having plundered the town, carried off his booty and prisoners. Warwick, having made himself master of three of the king's squadrons, retired in a few days to Sandwich. Here lord Cobham and several of his friends joined him; so that in a few months after, Henry was dethroned, after an inglorious and unfortunate reign of eight and thirty years, six months and four days.

The earl of March, now duke of York, was proclaimed king, under the name of Edward IV. He began his reign by augmenting his fleet. He was helped greatly by the merchants, by which means he bid defiance to all invaders, and landed on the French coast, from which his fleet returned with great spirits. He soon concluded a marriage with lady Grey.

This marriage gave great offence to the earl of Warwick; he fearing that some of the queen's family might supplant him: hereupon, with several others, he entered into a private league with the king of France. The fleet, being intirely at his direction, he and the duke of Clarence returned, when several joined him, with a sufficient force. He attacked and defeated Edward's army at Danesmore, near Barnbury. King Edward had the misfortune to be surprized, and

taken prisoner in his camp, but afterwards made his escape, and was obliged in his turn to fly to France. Warwick called a parliament; Henry again was recognised. King Edward was attainted, and all his acts repealed, and the dukes of Clarence and Warwick made governors of the kingdom of England. Edward having obtained a fleet of four men of war, fourteen transports, and two thousand men, returned to England. He marched to London, where he was received, the eleventh of April, and Henry was again imprisoned in the tower.

The earl of Warwick pursued Edward to London, and was slain, three days after, at the battle of Barnett, fighting for his new master.

Warwick's death did not put an end to the war. Margaret, Henry's queen, arrived in April from France, with her son. A battle afterwards ensued, wherein she was totally routed, herself, prince Edward and his adherents, all totally routed, or taken prisoners; and Edward afterwards killed in cold blood.

In 1475, Edward resolved upon a war with France; and, having his forces ready, the king embarked with his army in five hundred flat-bottomed boats, and passed over to Calais. Upon his arrival, he sent a herald to the king of France, demanding the whole kingdom; and in case of refusal, to declare war. But this war came to nothing; he was disappointed by the constable, who promised him assistance; however, the very name of the English struck such a terror into the French king, that he gave large sums to be distributed among the English soldiers, and agreed to pay an annual tribute of fifty thousand crowns to the king of England, and gave large presents to the king's courtiers. Edward's fleet was so reputable at this time, that he struck a terror even into the Scots nation. Commotions and discontents at home, made the French king imagine he might dispense with the performance of the last treaty with impunity: Edward there-

fore resolved to punish him with his own forces only, without the help of any foreign auxiliaries, which was so agreeable to the people, that he was enabled presently to assemble a very numerous fleet; but a sudden death soon put a period to his life.

This was a prince, that raised the character of the British flag, and made trade flourish in his time by many wise acts, some of which are still in force, and the value of gold and silver was considerably raised both in England and Ireland.

Edward V. son of Edward, by Elizabeth, succeeded his father as king, being only thirteen years old, and reigned only two months. The crafty duke of Gloucester, who insinuated it was not proper that the young king should remain with his mother's relations, especially with his guards about him, procured a letter from the king's mother, to dismiss those guards. This was no sooner done, than the duke of Gloucester got those nobles, whom he most dreaded, and sent prisoners to Pontefract castle, and brought the young king to London. The queen finding herself betrayed, fled with her other son into the sanctuary at Westminster. Gloucester knowing that he should never accomplish his designs without getting the other prince in his power, used all means by fair promises; but finding these ineffectual, at last threatened the queen, that if she would not give him up, he would take him by force. He knew lord Hastings had a regard for the king's children; him he charged with high treason, and got him beheaded. He afterwards proclaimed his mother a whore; that his brother Edward and the duke of Clarence were spurious, and he the only son of Richard duke of York. Being petitioned by the lord mayor and court of alderman, with a seeming reluctance, he accepted of the crown, and was proclaimed the eighteenth of June 1482. He began his reign with several popular acts, but kept a strong body of troops about him. He proposed receiving the league with France, which was refused him, up



on account of his inhumanity. He however, by acts of parliament, limited the succession of the crown to his own friends, and made several acts for the encouragement of trade and commerce. The queen dowager and the duke of Bucks, conspired his ruin, by marrying Henry, earl of Richmond, who was esteemed heir of the house of Lancaster, and Elizabeth eldest daughter of Edward IV. the heiress of the house of York. This was extremely acceptable to the whole nation, as thereby it put an end to the intestine broils between the house of York and Lancaster.

King Richard, being informed of the conspiracy, endeavoured both by fair means and threats, to get the duke of Bucks into his possession, without any assault. The duke, knowing the nation was ripe, had recourse to arms; a numerous body of Welch joined him, but by the bad weather swelling the rivers, all his friends could not join him, so that he by treachery was given up, and afterwards beheaded.

The duke of Bretagne assisted the earl of Richmond, with forty ships and five hundred men, to make a descent on the coast of England; but this fleet was lost, and dispersed in a storm, and the earl very narrowly escaping in company with the bark, got back to Dieppe.

Richard at last grew supine, dismissed his army, and laid up his fleet, which encouraged the competitor of his crown to invade him again, which he accomplished with four thousand men, and landed at Milford haven. The news of the Lancastrian army approaching London, roused him from his lethargy; he collected what force he could together, being resolved not to survive the loss of his crown. He was slain in the battle of Bosworth, in the county of Leicester, fighting with his sword in his hand, and the crown on his head. This king paid great attention to trade, several acts being made to prohibit foreign importations, and to encourage his own subjects.

Henry the VII. being recognized by the whole nation, he

wisely made such acts as to render him popular. He put his marine into the best order, so as to prevent all foreign invasions, and regulated his militia in such a manner, as to prevent domestic insurrections, and intimidate the Scots. By these wise maxims he defeated the dutchefs of Burgundy's design in making the baker's son personate Richard, who was slain in the tower, and Perkin Warbeck, who was sent under the character of the young duke of York. He made several treaties, and had connections with most of the powers on the continent; he kept up his fleet in time of peace, though he had no inclination to involve his kingdom in a war with France; yet to oblige the people, who are fond of a war with that nation, he promised to assist the dutchefs of Bretagne against all the powers of France, threatened to invade it, and laid siege to Boulogne; by which France was frightened into an advantageous peace.

This year the queen was brought to bed of a prince. He also assisted Maximilian with twelve ships of war against baron Ravenstein. Henry judged rightly, that trade was the only thing that would aggrandize the nation, and give them superiority over other nations; he gave therefore great encouragement to all merchant adventurers, cleared the coast of pirates, and did all in his power to divert the thoughts of his people from war, by giving great premiums for making discoveries of unknown lands, not inhabited by Europeans. However, to the great grief of the nation, this good and wise king departed this life on the twenty-second of April 1509. Several of the laws he made, with regard to trade, are still in force. He accepted of the freedom of the city of London and of the merchant-taylors' company, turned merchant himself, and was always ready to assist adventurers at sea with money and goods. His taxes were neither large nor burthensome; he left a large sum in his coffers when he died, which was chiefly what he had got by merchandise. He made several regulations with regard to the gold and silver coin;

is however laid to his charge, that he rejected the proposal of Christopher Columbus, who afterwards made such great discoveries for the Spaniards, by which they have such immense riches: but this appears to be false, by what Columbus's son has related of his affairs, in writing his life, for his father, by his brother Bartholomew Columbus, had actually entered into an agreement with king Henry, tho' he afterwards went over to the Spaniards. King Henry being thus ill used and disappointed, accepted of a proposal made by one John Cabot, a Venetian by birth, but living in Bristol, for the discovering of North America. He granted him and his three sons a charter, ordered a ship to be fitted out from Bristol, and gave John Cabot the command of her.

He sailed in the year 1497, from Bristol, with his son Sebastian, and discovered that land, which no man before had attempted. This discovery was made on the twenty fourth of June, about five of the clock in the morning. This island he called *Prima Vista*, which is first seen, and the island, which lies out before the land, he called the island of St. John. The inhabitants wore beasts skins, used bows, arrows, pikes, darts, clubs of wood and slings. It was full of white bears and stags, of a very large size, all sorts of fish and Baccalaos, with partridges, hawks and eagles. This is the first account we have of the discovery of Newfoundland; it is as big as Ireland, nine hundred and thirty miles in circumference, the length is two hundred and eighty miles. The chief commodity of this island is cod fish; five hundred sail of ships being loaded to different nations every year. The fishing season is from spring to September. The oil that comes from Newfoundland, is drawn from the livers of the fish; that are caught there. The nation is benefited four hundred thousand pounds yearly by this fishery.

Cabot also took possession of Cape Breton, and all the continent to the height of Cape Florida, including Nova Scotia. King Henry VIII. was the first that began to build a roya



navy, appointed commissioners, and established a navy office. His fleet was so respectable, that his alliance was courted by most of the neighbouring kings. He made several expeditions to the coast of France, with various success. One captain Thorne was sent by King Henry, with his ships, for the discovery of the north west passage to the East-Indies, and Mr. William Hawkins, in a ship of two hundred and fifty tuns, sailed to the coast of Brazil. He landed at the river of Cissos, upon the coast of Guinea, where he trafficked with the Negroes for elephant's teeth, &c. Upon his arrival on the coast of Brazil, he was so well received by the natives, that in the next voyage he made, one of the kings of the country agreed with him to come to London. He was presented to the king at Whitehall, in such a garb and dress as astonished all the beholders; in his cheeks there were holes made, in which small bones were planted, standing out an inch from the holes; he had a hole in his under lip, in which a diamond as big as a pea was planted. The other parts of his apparel seemed as strange to his majesty and all his courtiers. He remained here a whole year, but on his voyage home, he died at sea; however, his nation continued trading with England. In the year 1536, Mr. Thorne of London, with several others, fitted out two stout ships, with one hundred and twenty men, in search of unknown islands. The first place they landed at was Cape Breton, from thence to the island of Penguin. They pursued their voyage so far northward, that they saw mighty islands of ice in the summer season. Their provisions were exhausted so much, that famine prevailed so, as to make them eat one another. At last the remainder of the crew arrived at St. Ives in Cornwall. King Henry by an office of admiralty and a navy office, encouraged people of the best fortune to bring up their children to the sea, as they would always have posts in this service at the disposal of the government.

and from this time we have a series of good and eminent officers in the royal navy.

The only son of Henry VIII. was Edward VI. He was a most amiable prince, both in his person and mind; he had a straight and well proportioned body, a sweet and beautiful aspect; his eyes shined with a remarkable lustre, and the perfections of his mind shone out with still a greater lustre. He was not only well versed in the state of the kingdom, but was likewise master of the languages, had studied fortification, understood the strength of the different fortresses of the kingdom, and understood the nature and value of money. He was truly religious, from which sprung a merciful disposition. He was particularly attentive to the petitions of the poor and oppressed. His fame was justly spread in all the different countries from whence he had ambassadors, and his subjects of all ranks justly admired and adored him. He was but nine years of age when he succeeded to the crown, and was crowned the twentieth of February, 1547. His father by his will appointed him governors till he arrived at the age of eighteen. The earl of Hartford was appointed governor of the king's person, and protector of the kingdom. The intrigues of the Scots and French obliged the governor to raise a formidable army; but before he entered Scotland, he offered that if the states would give their queen in marriage to king Edward, all hostilities should cease. This being refused, he entered Scotland with a large army, accompanied with a fleet of sixty-five sail of ships, which in the day of battle did so much execution in the Scots army, that they were totally routed, with the loss of fourteen thousand killed, and fifteen hundred taken prisoners. The admiral burnt all the sea-port towns on both sides of the Firth, destroying all their shipping, and recovering several that had been taken from the English. In this expedition it is said he lost only sixty men. Notwithstanding this victory, the Scots sent their queen to France. After this the French joined the Scots, and made several at-

tempts upon the islands of Jersey and Guernsey, with an army of two thousand land forces, and a strong fleet of ships; however, commodore Winter was sent against them, after they had full possession; he attacked their fleet with such courage and resolution, that, with the help of the islanders, the French retired with great precipitation in their small vessels, leaving their large ships to the mercy of the English, who afterwards set them on fire. A peace being soon concluded with France, lord Clinton was made lord high admiral, and made ambassador to demand the princess Elizabeth, a madame of France, in marriage for king Edward. The French amused the English with false pretences, till they piratically seized English ships to the value of fifty thousand pounds. But, to the great grief of the nation, king Edward died of a consumption on the sixth of July, 1543. His early death was an inexpressible loss to the trade and navigation of the kingdom. He had only one coinage during his reign, which was so base, that it was frequently counterfeited, even by persons above the vulgar rank.

However, this good Josias did several acts for trade, as making the charter of the German-steel-yard factors, who had ingrossed all the trade of the kingdom into their hands. He also gave large encouragement to the adventurers for the discovering of foreign lands. He gave Sebastian Cabot a yearly pension of one hundred and sixty-six pounds, thirteen shillings and four pence, and created him pilot-major of England, and took off all the taxes that were on the Newfoundland and Iceland trade. He made his ambassadors declare to foreign princes when the trade of his subjects were in the least injured, that he valued the trade of his subjects more than the friendship of all the monarchs of the earth. At the time of his death he was preparing certain schemes for preventing trade being carried on in foreign bottoms, and for the increase and encouragement of seamen. These wise schemes made his subjects consider trade as the only founda-

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tion of wealth, each striving who should outdo each other by venturing their fortunes, which since that time has been so beneficial to the nation.

The most eminent navigators in this reign were Sebastian and John Cabot, Roger Bodenham, Thomas Windham, and Richard Chancellor.

Queen Mary succeeded king Edward, as daughter of Henry VIII. upon promise to preserve the protestants in full possession of their religious liberties, which she afterwards shamefully broke; and, contrary to and against the inclinations of the whole nation, who justly abhorred her having any connections with a Spanish husband. But, notwithstanding their not liking the match, and contrary to the inclination of her subjects, she sent a respectable embassy, escorted by commodore Winter, and a strong squadron of ships, to conclude a marriage at the emperor's court. This stirred up a rebellion, headed by Sir Thomas Wyatt; but this had no effect upon her former resolution, and she sent lord Howard her high admiral with a fleet of twenty-eight sail of men of war, to join prince Philip, with a fleet of one hundred and sixty sail, with the Spanish flag at his main-top; but the English admiral by a shot obliged him to take it down, before he would give the salute expected by king Philip, as the consort of England. Philip landed on the nineteenth of July, and was married at Winchester on the twenty-fifth, on St. James's day, who is called the patron of Spain.

Notwithstanding the act of settlement at this marriage, by which it was agreed the nation should never be concerned in avenging the quarrels of France and Scotland, yet this was soon forgot, and the English blood and treasure wasted in defence of Spain. The Scots entered the borders by land, and by their privateers greatly distressed the trade of England and Ireland. The French seized this opportunity of recovering all the fortified towns taken by the Edwards and the Henrys, and took Calais in eight days, after being in the possession of

the English two hundred and ten years. It was taken by one Edward, and lost by another; and this was all the dowry England got by the marriage. They also took every thing that belonged to England in France, except the islands of Jersey and Guernsey. To be revenged of the French king, she fitted out a fleet of one hundred and forty sail of ships, to which king Philip added thirty sail of Flemish ships, commanded by lord Clinton. They ransacked part of the French coasts, and brought off a considerable booty. She also had the pleasure of part of her fleet joining Count Egmont in a battle against the French, wherein, by the assistance of twelve English ships, the whole French army was routed. The French lost five thousand men, most of their principal officers taken, amongst whom was the marshal de Tormes himself, and several other persons of quality; two hundred were taken and brought prisoners to England. However, the discontents and murmurings of the people were great at having any connexions with the Spanish interests. Several members insisted that England was three hundred thousand pounds poorer since the death of King Edward. The crown during this reign gave great encouragement to trade and new discoveries, and it seems to have been the taste at court to read of new discoveries, whatever language they were wrote in; and as the nation by this union was made acquainted with all the Spanish discoveries in the West-Indies, it made it easy for Englishmen to go to the settlements belonging to the crown of Spain; they obtained such lights into trade and commerce, as were afterwards very beneficial to the nation, though the city of London complained that by the wars with France, which this junction occasioned, the nation was greatly impoverished.

In this reign the Russian merchants were incorporated, and Sebastian Cabot appointed their governor for life, and extraordinary privileges were obtained for the subjects of England who traded to that great empire. The trade to Guinea was countenanced at court, which made a consider-

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able increase of shipping. The nation was still dissatisfied at the connexions we had with Spain against France.

Captain Chancellor's voyage to Archangel made her cheerfully grant a charter to the adventurers for making new discoveries. This charter is still in force, and perhaps is the wisest and the best adapted for trade of any that ever was published. This charter was confirmed in the next reign, with this improvement, that they should now be called the Company of English merchants, and that no other should be allowed but what were free of the said company, to trade in any of the commodities they traded in. This treaty continued in full force till the end of the reign of king Charles I. Our trade with Russia was very great and profitable in this reign, particularly the benefits arising from the silk manufactories, both to the manufacturer and the nation in general, the nation gaining by this trade no less than sixteen shillings in every pound of silk manufactured here and exported abroad.

Upon the death of queen Mary, queen Elizabeth being at Hatfield, was conducted with great solemnity to London, the bishops meeting her at Highgate. Upon her ascending the throne, she continued all her sister's counsellors, only adding the same number of protestant counsellors. She immediately divested herself and her people of all connexions with Spain, but such as were beneficial for the good of her subjects. She made orders to assert her independency, and resolution to maintain the antient right of the kingdom to the dominion of the seas, and give immediate orders for a fleet to put to sea, under the command of vice-admiral Malyn, to protect and defend her different fortresses of Dover, Portsmouth, the Isle of Wight, &c. In fine, all her orders were so well executed, that she baffled all the projects of her enemies to disturb her peace; procured an advantageous peace with France, and they agreed either to give up Calais in eight years, or pay her fifty thousand crowns. By this treaty the Scots were also included, and to whom afterwards she became an ally, when



the French attempted to make them a province to France. She got several victories over the French, which obliged the king to make advances towards a peace, which was concluded in a few days. When the fleet and army returned to England, her attachment to the protestant religion, and her zeal for the cause of gospel liberty, made the popish powers contrive new schemes to feel their resentment. She made great preparations against impending storms, by filling her several magazines with brass and iron cannon. She made her subjects learn the trade of making gun-powder, the first that had ever been made in England. She increased her navy, and built a fortress, called Upnor Castle, upon the river Medway, for the security of it. She augmented the pay of her naval officers and seamen; so that she was justly styled by foreigners the restorer of naval glory, and the queen of the northern seas. Her example of giving such great encouragement to her naval servants, and to private adventurers, was so prevalent, as to create such an emulation in her rich subjects, who inhabited the sea-port towns, that ship-building went on at so great a rate, that in a few years, what with the navy and the ships belonging to private persons, on occasion of a war she could employ twenty thousand men. In 1562, captain John Hawkins made a voyage to Guinea and the West-Indies, with good success, and failed to the same place next year. In December, 1566, Mr. George Fenner, with three ships and a pinnace, sailed to Guinea and the Cape Verd illands. In this year the Russian company had their charter confirmed. In 1571 the trade to Guinea was settled by treaty between England and the Portuguese. The French also signed a treaty of peace, but immediately made preparations for war. The massacre of the protestants at Paris in cool blood made Elizabeth see, that they only wanted an opportunity to put some ruinous scheme in execution. This made her determine on sending succour to the prince of Orange in the Netherlands, augmenting her navy, and fortifying her sea-ports.

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On the nineteenth of May, 1587, the Spanish armada, vainly called by the pope invincible, sailed for England. It consisted of one hundred and thirty-four sail of first-rate ships, besides galliasses, galleons, &c. with twenty-two thousand pounds of great shot, forty thousand two hundred weight of powder, one thousand quintals of lead for bullets, ten thousand two hundred quintals of match, seven thousand muskets and calivers, one thousand partizans and halberts, besides double cannon, mortars, and field pieces for a camp, upon disembarking, and a great many mules, horses and asses, with provisions of all kinds for six months. These ships carried nineteen thousand two hundred and ninety-five soldiers, eight thousand four hundred and fifty marines, two thousand and eighty-eight slaves, and two thousand six hundred and thirty great brass guns of all sorts, and twenty carvels, for the service of the army. This fleet consisted of ten squadrons, viz. the squadron of Portuguese galleons, the Biscayan squadron, the Andalusian squadron, the Guypuscoan squadron, the squadron of Italian ships, Don Antonio de Mendóza's squadron, Don Juan de Medina's squadron, the squadron of Don Diego de Valdez, the squadron of pataches, the galliasses of Naples, and the galleys of Portugal, with one hundred and twenty-four volunteers of the principal families and nobility of Spain, attended by four hundred and fifty-six servants bearing arms, two hundred and thirty-eight gentlemen maintained by the king, with one hundred and sixty-three servants, and engineers, artillery, servants, &c. eighty-six physicians and surgeons, one hundred and eighty churchmen, consisting of Jesuits and other religious orders, officers belonging to the courts of justice, and their servants, &c. All these were designed for our ruin, both of church and state. The queen and the whole nation were not afraid of this invincible armada, that had been so many years in fitting out. About seven weeks, viz. from the first of November, 1587, to the twentieth of December, an English fleet was fitted out,

which, by God's providence, destroyed this mighty armament. The city of London chearfully gave double the men and ships the queen required, besides furnishing her chearfully with large sums of money; all the rest of the kingdom followed the example; they all joined chearfully in defence of their queen, their country, and liberties. Twenty thousand men were set to guard the coast. There were two armies of well disciplined troops, twenty-two thousand foot and one thousand horse encamped at Tilbury, where the queen went to review them; these were under the command of the earl of Leicester. Thirty-four thousand foot and two thousand horse, under lord Hansdon, were for a guard to the queen's person. The queen raised the militia in every county; the sea-ports were fortified. Orders were given, if the enemy landed, to lay all the country waste, so that they might find no provision but what they brought with them.

The queen in the mean time did not despise a peace, but treated of it sword in hand, and would by no means desert her confederate provinces. She sent several persons of distinction to truce, but the Spaniards, according to their usual treacherous way, wanted only to prolong the time till their fleet was ready.

The queen's fleet consisted of one hundred and ninety-seven ships of different sorts, with fifteen thousand seven hundred and eighty-five men, and one thousand eight hundred and seventy-five soldiers. The command of the ships was given to Charles lord Howard, lord high admiral of England, and Sir Francis Drake, vice-admiral. Several nobility and gentry were in the fleet. This squadron of seventy sail, having advice of the Spanish fleet's sailing, went round to the mouth to meet them. The victuallers, &c. which arrived afterwards, made the fleet consist of ninety sail. About the thirtieth of May, he put to sea, and sailed between Ulster and Scilly, sometimes on the coast of France and sometimes the coast of England, but at last forced by contrary winds

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to the port of Plymouth. In the mean time, the storm separated fourteen ships of the Spanish fleet from the main body; the wind coming about, they joined their whole fleet, and put into the Groine, for fresh water and other provisions. This occasioned a report over Europe, that the armada was all lost; which news coming to court, occasioned an order for the admiral's sending back four of the largest ships; had this been obeyed, it might have proved fatal to the whole fleet. He wrote to court, informing them, that he believed they were too credulous, and that he would rather keep the ships out at his own charge, than expose the nation to so great a hazard. The admiral knowing that the coasts of England and France were all clear, after a council of war being held, determined the first fair wind to seek the enemy's ships in the Groine, and on the coasts of Galicia. He put this in execution, the wind being north; but within forty leagues of the coast of Spain, the wind came about to the south, which being a fair wind for England, he determined to sail back, for fear the enemy might pass him in the night, or a thick fog; he returned back on the twelfth to Plymouth, with his whole fleet, and provided himself with all necessaries. The nineteenth he had intelligence by captain Robert Fleming, one of his scouts, that the enemy was seen off the Lizard, the wind south and by west, which was the wind wherein it was very difficult to bring so large a fleet into the line of battle; however, all with one heart and great courage warped out their ships, so that on the twentieth of June, the admiral had fifty-four ships out, the wind south-west. The Spanish fleet was discovered in order of battle about one hundred and forty miles from Edystone, and twenty-five miles from Foy, the English fleet being also twenty-five miles from Foy. The twenty-first, all the ships had got out of Plymouth, and had got the wind of the Spaniards. The Spaniards had formed their fleet in form of a moon crescent, the two horns being extended eight miles, in order to take any, or all of the English fleet.

as the duke of Medina Sidonia, general of the Spanish fleet, had been informed by some fishermen, that the English were yet in Plymouth harbour. About nine o'clock in the morning the battle began. The lord admiral in the queen's ship the Ark, engaged the Spanish admiral. This ship continued engaged so long, that most of the Spanish squadron came to her assistance. In the mean time Sir Francis Drake, with Hawkins and Forbisher, engaged another large ship, in which they supposed the vice-admiral to be; the fight was so briskly maintained, that the enemy began to run, but fell foul of a galleon, commanded by Don Pedro de Valdez, which took away her foremast, and otherways disabled her. A great ship of Biscay, of eight hundred tons, was blown up. This skirmish continued two hours. The admiral waiting for forty more ships of his fleet, who had not yet joined him, he hung out a signal for a council of war. All the captains having come on board, he gave them orders how to engage the Spaniards, and then sent them again on board their ships. Next day Sir Francis Drake took Don Pedro de Valdez, and sent the ship together with the prisoners, into Dartmouth. The same day the ship that was almost burnt the day before was taken, and sent into Weymouth. That night it fell a calm, and four gallies were separated from the Spanish fleet. Tuesday the twenty-third, the wind being north-east, the Spaniards bore down upon the English with some of their first-rate ships upon which an engagement began, and continued with various success. On the twenty-fifth they took a large Spanish ship. The Spanish general sent an advice-boat to hasten the duke of Parma. On the twenty-sixth they resolved not to attack the Spaniards any more till they entered the straits of Dover, knowing that lord Henry Seymour and Sir William Winter were there to receive them. The wind being favourable, the Spanish fleet continued their course up the Channel, and were as closely followed by the English ships. Great numbers of the English nobility, among whom were

several papists, joined in the common cause, and in defence of their country; so that on the twenty-seventh of July, the English admiral had one hundred and forty sail of ships. The Spanish admiral managed so well, that it was impossible to attack them with any hopes of success.

The English admiral resolved upon a stratagem to separate their fleet, by sending eight of his worst ships filled with combustibles, in the night, which fell among the Spanish ships in such a manner as dispersed them.

The next day a large ship went on shore on the French coast near Calais, where she was plundered by the English. The duke of Parma not joining the Spaniards, and being hard pressed by the English, who kept a continual fire upon them, endeavoured to retreat through the straits of Dover; but the wind happening to shift, drove them upon the coast of Zealand. The English admiral took all the precaution to hinder them from being joined by the duke of Parma, and to prevent them from receiving any supply when they arrived on the coast of Scotland. They were by this obliged to throw their horses and mules over board. After which, the duke of Medina, with twenty-four sail, stood for the coast of Biscay, and the rest for the coast of Ireland. On the second of September they were attacked by a terrible storm, which drove most of them on shore. Thirty ships and thirty thousand men were lost on the coast of Ireland; several drove back to the English channel, and taken by the English; several taken on the coast of France; several large ships drove among the western islands, and were lost; so that this mighty armada, which was three years in fitting out, in about a month was reduced almost to nothing, so that only fifty-four ships remained to Spain. Upwards of fifty thousand men perished. Upon their return to Spain, an edict was published by the king, forbidding any mourning, in order to the hindering their loss being known, and obliterating the remembrance of so terrible a catastrophe from their minds. King Philip was



highly extolled for his courage and magnanimity on this occasion. However, he is said to have threatened revenge on the English, though it should have cost him the price of his whole dominions. The miscarriage was said to be owing chiefly to the breach of the king's orders; had they been punctually observed, and the assistance he expected been given, it is highly probable he would have done a great deal of mischief in England.

The duke of Medina Sidonia escaped punishment, by his wife's interest; but Don Diego Florez de Valdez, by whose persuasion the general acted different from his orders, was arrested when landing, and conveyed to the castle of St. Andrew and was never seen again.

A universal joy overspread the nation on the defeat of the prodigious armada; after returning God thanks, a medal was cast, to perpetuate the memory of this great event, with the inscription, *Venit, Videt, Fugit*: and another medal, bearing ships on fire, and a navy routed, with this inscription, *De Femina Facti*; ascribing the first invention of fire-ships to the queen herself. This was esteemed a remarkable deliverance from popery. A day of thanksgiving was appointed to be observed over the whole nation, and all her dominions. Her majesty had still a watchful eye over them, being informed they meditated a second attempt; therefore, to keep them at home, she engaged to furnish Don Antonio to recover his kingdom of Portugal. Her majesty furnished six men of war, and sixty thousand pounds; Sir Francis Drake, Sir John Norwood and their friends, fifty thousand pounds; the city of London and the Cinque Ports furnished the rest. They landed at Corrunna, which they attacked, and took, with all the magazines, defeating a large body of Spaniards. They next attacked Lisbon, and took it for Don Antonio, who afterwards was too favourable to sixty sail of ships belonging to the towns, which had arrived there with corn and military stores, contrary to the queen's prohibition. The men being sick

returned home, and in their passage took Vigo and plundered it, returning successful in settling Don Antonio on the throne. Spain, being now greatly humbled, the queen gave her whole attention to the increase of her navy. She gave one thousand pounds *per annum*, out of her own purse, towards the supply of the navy, and gave great encouragement to such young lords and gentlemen, as loved the sea-service. The earl of Cumberland was one, who particularly distinguished himself, and by his example encouraged many others.



*The life of George Clifford earl of Cumberland.*

GEORGE Clifford, third earl of Cumberland, sprung from Pontz; said to have come into England with William the Conqueror. He was born in 1558, had his education at Peter-house in Cambridge. The celebrated John Whitaker, who was afterwards bishop of Cambridge, was his tutor, and studied different parts of the mathematics, particularly navigation.

The first preferment he had, was being made one of the judges, who were queen Mary's judges; but his natural genius inclined him in the pursuit of making foreign discoveries, and the prevailing fashion being the humbling the ambitious views of Spain, he fitted out at his own expence, two ships and a pinnace, which he designed for the South

They sailed from Gravesend the twenty-sixth of June, and from Plymouth the seventeenth of August, but by contrary winds were forced back into Dartmouth; from thence putting out again on the twenty-ninth, they fell in with the coast of Barbary the seventeenth of September, and the day hailed in with the road of Santa Cruz. On the thir-

teenth they came to the Rio del Oro, just under the north tropick, where they anchored. The next day searching up that river, they found it to be as broad fourteen or fifteen leagues upward, as at the mouth, which was two leagues over but all the way met with neither town nor house. The thirtieth of September they departed from Sierra Leona for the Straights of Magellan. The second of January they had sight of land, and on the fourth fell in with the American shore in  $30^{\circ} 40'$  south lat. Continuing their course southward, on the tenth of January, they took not far from Rio de la Plata a small Portuguese ship, and next day another, of both which they furnished themselves with what necessities they wanted. The twelfth of January they came to Seal-island, and two days after to the Green-island, near which they watered. Returning to Seal-island in pursuance of consultation held there, they continued their course for the South Sea, as far as  $44^{\circ}$  south latitude. But meeting with storms and contrary winds, they resolved on the twenty-first of February to return to the coast of Brasil; accordingly they fell in with it the fifth of April following, and after taking in water and provisions in the bay of Camana, came on the eleventh into the port of Baya. Eight Portuguese ships being there, they carried off four of them, the least of which were one hundred and thirty tuns; they also fetched a supply of provisions from the shore. On the sixteenth and seventeenth of May they got a quantity of sugar out of the Portuguese ingenios or refining houses. On the twenty-sixth they made themselves masters of a new ship of one hundred and twenty tuns, laden with meal and sugar. The third of June, 1600, particularly captain Lister, were for pursuing their voyage to the South Sea, but finding themselves in want of men and provisions, they resolved on the tenth to return to England, where they arrived the tenth of September, after an unsuccessful voyage. This year he went with many others to

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relief of Sluys, then besieged by the duke of Parma, but at his arrival found the place had surrendered.

He was one of those, who put themselves on board the English fleet, to oppose the Spanish that were advancing to invade England. On that occasion he had the command of the Elizabeth Bonaventure, and signalized himself in a remarkable manner, particularly in the last engagement with the Spaniards near Calais.

The queen was so pleased with his signal services, that she granted him a commission in October the same year to pursue his intended voyage to the South Sea, and sent him one of her own ships called the Golden Lion to be the admiral. This he victualled and fitted out at his own charge, and about the end of October sailed, being attended by several gentlemen of known bravery. In the channel he took the Hare of Dunkirk, laden with merchandize for Spain, which he sent home. But first contrary winds, and then a violent storm, in which he was obliged to cut his main mast by the board, rendered him incapable of prosecuting his designs on the Spanish coasts, so that he returned to England. However notwithstanding this, he undertook a third voyage to the West Indies, and for that purpose obtained the queen's leave, and a ship of the royal navy, called the Victory, to which he adding three other small ships, furnished at his own cost, with about four hundred men and all necessaries, he sailed from Plymouth the eighteenth of June. Three days after they took three French ships belonging to the Leaguers; and on the thirteenth of July, meeting with eleven ships bound for Hamburgh and other neighbouring ports, they took out of them a quantity of pepper and cinnamon belonging to a Jew of Lisbon, valued at four thousand five hundred pounds. The first of August they came in sight of St. Michael, one of the Azores, and hoisted Spanish colours, the more easily to execute a project they had formed of carrying off in the night some ships that lay in the harbour. According-

ly they cut the cables of three of them, and towed them away, being loaded with wine and oil from Seville. On the seventh they took another little vessel, whose lading was Madeira wine, woollen cloth, silks, and other goods.

Having got intelligence that the Spanish carracks were at Tercera, they hastened thither, and, by the way, looked into Fyal road on the twenty-seventh of August, from which last place they brought away a ship of two hundred and fifty tons and fourteen guns, moored to the castle, and loaded with sugar, ginger, and hides. They also took five other small ships newly come from Guinea, in spite of the enemy's brisk fire; and the thirtieth of August sent four of them to England. Upon coming near Tercera, and being told that the carracks had sailed eight days before, on the tenth of September they returned back to Fyal, and having with little difficulty made themselves masters of the town, obliged the inhabitants to ransom it for two thousand ducats. There also they took fifty-eight pieces of iron cannon; the twenty-seventh they went to St. Michael's; and the first of October to Gratiofa, where they took in a fresh supply of provisions. On the fourteenth they took a French ship laden with fish from Newfoundland. The same day and the five succeeding, the earl of Cumberland endeavoured to make himself master of fifteen sail of the Spanish West-India fleet at the port of Angra in Tercera, but finding it too dangerous an attempt, he desisted. He next sailed to St. Michael's, where being hindered from taking in water, he went to St. Mary's island; and finding two Brasil ships there, captain Lister carried one of them off, notwithstanding the enemy's fire; but the earl, in attempting the other, had two thirds of his men killed or wounded, and himself received three shot on his shield, and a fourth in his side, tho' not deep; his head was broke with stones, and both that and his legs were burnt with grape does.

Not being able to get water there, the twenty-ninth

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October he took some in at St. George's island, and then resolved to sail for England, taking the coast of Spain in his way. The fourth of November they made themselves masters of a Portuguese ship of one hundred and ten tuns, laden with sugar and Brasil wood, and two days after, of another between three and four hundred tuns, with hides, cochineal, sugar, china dishes, and silver. Both prizes valued at one hundred and forty thousand pounds, were sent immediately to England, but the latter was shipwrecked on the coast of Cornwall, and all the men perished except five or six; however some of the cargo was saved. The earl himself being detained at sea by reason of storms and contrary winds, was, for want of provisions, reduced to the utmost extremity. The tragical account of which, as left by one of the sufferers, take in his own words. "Soon after, says he, the wind came about to the eastwards, so that we could not fetch any part of England. And thereupon also our allowance of drink, which was scarce enough before, was yet more and more so. So that now a man was allowed but half a pint at a meal, and that many times scarce sweet. Notwithstanding this was an happy estate in comparison of that which followed; for from half a pint we came to a quarter, and that lasted not long neither; so that by reason of this great scarcitie of drinke and contraritie of winde, thought to put into Ireland, there to relieve our wants. But when we came neer thither we were driven so far to leeward, that we could fetch no part of it. In the meantime we were allowed every man three or foure spoonfuls of vinegar to drinke at a meale; for other drinke we had none, saving onely at two or three meales, when we had instead hereof as much wine, which was wringed out of wine lees, that remained. With this hard fare (for by reason of our greyt want of drinke, we durst eate but very little) we continued for a fortnight; saving that now and then we feasted when there fell haile or rain: the haile stones we gathered up and did



"eate them more pleasantly than if they had bene the sweet-  
 "est comfits in the world. The rain drops were so care-  
 "fully saved, that so nere as we could, not one was lost in  
 "our ship. Some hanged up sheetes tied with cords by the  
 "foure corners, and a weight in the midst, that the water  
 "might runne downe thither, and so be received into some  
 "vessel set or hanged underneath; some that wanted sheetes,  
 "hanged up napkins and cloutes, and watched them till they  
 "were thorow wet, then wringing and sucking out the wa-  
 "ter, And that water which fell down and washed away  
 "the filth and soiling of the shippe, trod under foot, as bad  
 "as running down the kennel many times when it raineth,  
 "was not lost, but watched and attended carefully, yea some-  
 "times with strife and contention at every scupper hole, and  
 "other places where it ran down, with dishes, pots, cannes  
 "and jarres, whereof some drunk hearty draughts even as it  
 "was, mud and all, without tarrying to cleanse or settle it: o-  
 "thers cleansed it first, but not often, for it was so thick, and  
 "went so slowly throw, that they might ill endure to tarry  
 "so long, and were loth to lose too much of such precious  
 "stuff: some licked with their tongues like doges the boards  
 "under feete, the sides, railes and masts of the shippe: others  
 "that were more ingenious fastened girdles or ropes about  
 "the masts, daubing tallow betwixt them and the maste, that  
 "the raine might not run down between, in such sort that  
 "these ropes or girdles hanging lower on one side than on  
 "the other, a spout of leather was fastened to the lowest part  
 "of them, that all the raine drops that come running down  
 "the maste, might meet together at that place, and there  
 "be received. Some also put bullets of lead into their  
 "mouthes to slake their thirst. Now in every corner of  
 "the shippe, were heard the lamentable cries of sick and  
 "wounded men sounding wofully in our eares, pitifully com-  
 "plaining for want of drinke, being ready to die, yea many  
 "dying for lacke thereof, so as by reason of this great

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"tremitie, we lost many more men then wee had done all  
"the voyage before."

At length the earl on the second of December reached Banty-bay in the west of Ireland, and after refreshing himself and his men there, on the twenty-ninth he arrived safe at Falmouth.

He undertook a fourth voyage to the coast of Spain with five ships (one of which, namely the Admiral, was a new ship of the navy) which he fitted out at his own expence. He sailed from England in May, and in his way to the Spanish coasts, he found several Dutch ships coming from Lisbon laden with spice, which he took out of them, intending to send these spices to England in a ship guarded by the Golden Noble his rear admiral, but they were taken in a calm by some Portuguese gallies from Penicha, one of the captains and several men slain, and the rest carried prisoners to Lisbon. His lordship also took a vessel laden with wine, and two ships more with sugar; but one of them having a leak which could not be found, he left, and the other he sent for England, which, being forced by contrary winds, and want of provisions, into the Groyne, fell into the enemy's hands. All these misfortunes obliged the earl to return to England, after sending advice to lord Thomas Howard, admiral of the English fleet, who was then at the Azores, that a large Spanish squadron was ready to put to sea.

The next year the earl undertook a fifth expedition, in which he did not use any of her majesty's ships, on account of the inconvenience of the queen's command, viz. not to lay any Spanish vessel aboard with her ships, lest both might together be destroyed by fire. His fleet consisted of five ships, and he intended to have commanded it in person, but spent three months provisions before they could get to the westward of Plymouth. Whereupon, being disappointed in his design of taking the outward bound Spanish carracks, he gave the chief command to captain Norton, with instructions to sail

for the Azores, and he himself returned to London. His fleet pursued their voyage, and one of them, viz. the Golden Noble, took near Cascais, and within shot of that castle, a Portuguese vessel, which she conveyed to England.

The rest went to the Azores, and with the assistance of some other English ships, sent into those seas by Sir Walter Raleigh to watch the return of the Spanish East and West India fleets, attacked the Santa Cruz, a large Carraca ship in the road of Lagowna, which the Spaniards set on fire after landing the best of its cargo; but the English made themselves masters both of that and the town. On the third of August, they took another rich ship, viz. Muere de Dios, valued at one hundred and fifty thousand pounds, which was carried into Dartmouth. The earl's share must have amounted to a very considerable sum, but as his commission had not provided for the case of his return, and the substituting another in his room, it was adjudged that he should depend on the queen's bounty; so that by reason of several embezzlements, not above the fifth part of the ship's value being accounted for, the earl was forced to be contented with thirty-six thousand pounds, and that too as a mere matter of favour.

The earl however undertook a sixth voyage. For this expedition the queen lent his lordship two ships of her royal navy, to which he added four other ships. He had not been long at sea, before he took two French ships of considerable value, guarded by fourteen large hulks, one of which he carried with him, and the other he sent home to England. Upon his coming near the Azores, he heard that the Spaniards had a fleet there to intercept him; and finding from an advice boat which he took, that they were much superior to him in strength, after keeping company with them for one day, he withdrew at ten or twelve leagues distance, and there continued for three weeks, in which time being seized with a fit of illness, he transferred the command of his little fleet to

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captain Monson (who took one prize) and returned to England, this being the most profitable voyage he ever made.

While he was near the coast of Spain, he sent three of his ships to the West-Indies. These, after first touching at St. Lucia and Martinico to refresh, proceeded to Margarita, an island famous for the pearl fishery; where they seized a large quantity of pearl, valued at two thousand pounds, besides other booty, and obliged the inhabitants to pay them two thousand ducats as a ransom for saving their town from being plundered.

They next sailed to Cumana, to the islands of Aruba, and Curassow, and to Rio de la Hache, the inhabitants of which they found ready to receive them, and had carried their goods up into the mountains. Whereupon they sailed for Hispaniola, and after visiting several ports round it, and also the islands of Mona and Savona, went up the river Socko in Hispaniola; where they extracted large contributions to save the Spanish farm-houses from being pillaged. At Domingo they took a fine frigate, which they carried to England. From thence they sailed to Jamaica, Cuba, cape Corientes, and cape St. Antonio, where they waited long, but to no purpose, for ships coming from the Havannah: and after eight months spent in those seas, the Pilgrim, one of their ships, set sail for England, and arrived at Plymouth the fourteenth of May. But the Antonio and the frigate went to the bay of Hounduras, where near Porto Cavallo they found seven Spanish ships, from six of which the Spaniards had taken off the rudders to disable them from sailing, and upon the Spaniards refusing to ransom them, the English set them on fire, after first taking out the best effects, and putting them on board the Spanish admiral, a ship of two hundred and fifty tons, which they brought to England, and arrived at Plymouth the next day after the Pilgrim.

Before the return of these ships, the earl had at his own cost, with the assistance of other adventurers, fitted out a small

fleet consisting of three ships, each having the like quantity of provisions, and the same number of men, that is, four hundred and twenty of all sorts, besides a pinnace. This fleet was intended for the Azores, particularly the island of Terceira. On the sixth of April they sailed from Plymouth, and on the twenty-fifth took a small bark off Viana in Portugal, laden with Galicia wine and other commodities, which they shared among themselves. On the second of July they came in sight of St. Michael's island, one of the Azores, and on the thirteenth met off the Sound, between Fyal and Fico, a large Portuguese Carraca ship of two thousand tons, called *Las Cinque Llagas*, returning from the East-Indies. They attacked her very briskly, and probably had taken her, had she not been accidentally set on fire during the engagement, and blown up by means of a large quantity of powder she had on board. After this they sailed for the island of Flores, where they refreshed themselves, and then putting to sea, came up the first of July with another large Carraca ship, of fifteen hundred tons, which, after exchanging a few shot, they summoned to surrender. But she refusing to strike, and the vice-admiral and several men having been killed in the engagement with the former, and the admiral with many more wounded, the rest began to be discouraged: and accordingly left her, sailing for the other islands, and waited about Carvo and Flores for some prizes from the West-Indies; when, meeting with none, and their provisions becoming short, they returned for England, and arrived at Portsmouth about the end of August, having done great damage to the enemy, though little good to themselves.

The earl however determined on an eighth expedition: and thinking himself ill used by the queen in the inconsiderable share he received of the treasure found in the *Mudre de Dios*, and not liking to be tied up to such strict orders as when he went out with any of the royal navy, and being much displeased at the loss of the two Carraca ships for want of a sufficient

ent strength, he built at Deptford a ship of nine hundred tons, which at the launching was called the Scourge of malice. This was the best and largest ship that hitherto had been built by an English subject. In this his lordship intended to have gone himself, and had purchased three more ships ready to accompany him: but when he was come as far as Plymouth, the queen sent orders for him to return, with which he complied. The ships however pursued their voyage except the *Alcedo*, the commander of which, viz. captain Monson, was highly displeased at captain Dangton being appointed admiral, that he quitted the fleet. Three of the ships sailed for the Azores, where they took a carvel from St. Thomas of one hundred tons, laden with sugar. They afterwards attacked near Flores a large ship, which they took for a merchantman, but found to be a Spanish vice-admiral waiting there to convoy the East and West India fleets to Europe. This ship being like to be overpowered by the English, went and joined the other Spanish ships there; all which together were too powerful for the earl's squadron; for which reason the latter sailed for the coast of Spain: and near it they took three Dutch ships laden with wheat, copper, &c. which belonging to the king of Spain, were thought to be a lawful prize. By this time their provisions being nearly spent, they returned to England. His lordship fitted out the Scourge of malice a second time, in which he went himself, accompanied by the Dreadnought, one of her Majesty's royal navy, and some other small ships. Between thirty and forty leagues off England, the Scourge in a storm sprung her main-mast, which accident rendered her unserviceable for that voyage, so that he was forced to return to England in the Dreadnought. At that time the queen having fitted out a large fleet to go to the coast of Spain, under the command of the earl of Essex and the lord high admiral Howard, the earl of Cumberland went thither also the *Ascension*, a ship of three hundred tons, with thirty-four guns and one hundred and twenty men, com-



manded by captain Francis Slingsby, in order to wait for such ships as were expected from Lisbon. Near the Goodwin-sands he was in great danger of being lost in a storm, but happily arrived at Plymouth, where his ship was refitted, and afterwards proceeded on her voyage. Meeting with a carvel, they made an unsuccessful attempt to take it, and the captain was desperately wounded. Afterwards being vigorously attacked by seven Spanish ships, one of which was the admiral, they as gallantly defended themselves. They continued on the Spanish coast till they had only fourteen days provision left and then returned to England, without a single prize to compensate the loss and damage they and their ship sustained.

The last and most considerable expedition undertaken by the earl, was the following: after fitting out and victualling chiefly at his own charge, about nineteen ships, with two barges for landing men, he undertook a voyage in person to the West-Indies. The earl being authorized by her majesty's letters patent to raise forces serviceable by sea and land, levied twelve companies of eighty men each, for the afore said purpose, setting sail from Plymouth on the sixth of March on the coast of Spain he took a Hamburgh ship laden with corn, copper, powder, and prohibited goods, and a French ship laden with salt going into Lisbon; but had, in taking the first, three men killed, and five or six wounded, and his ship pierced in several places. Soon after he received intelligence that at Lisbon were five very rich carracks, ready to sail for the East-Indies, and twenty-five ships for Brasil. But they hearing of the earl's fleet, and he being tired of waiting for them, sailed the fifth of April for the South Cape. The eighth day they went from thence to the Canaries, and on the thirteenth made themselves masters of Lancerota, where they found little or nothing. On the twenty-first they directed their course for Dominica, where they arrived the twenty-third of May and stayed there till the first of June. Next they went to the Virgin Islands, then uninhabited, where the earl mustered

men, and acquainted them with his design on the island of St. Juan de Porto Rico. Accordingly they sailed for that place, where they arrived the sixth of June, and immediately landed the soldiers, who were about one thousand. The town standing in a little island, there was no other passage to it but over a beach or narrow causeway, guarded by two forts, and not to be crossed but at low water: at the further end was a bridge, which had been pulled up, and a strong barricado. Besides, the causeway had been purposely made so rugged, that the English could not keep on their feet, and therefore chose to wade thro' the water by the side of it: and the earl, by the stumbling of his target-bearer, had such a violent fall, that he was in danger of drowning: for his armour so over-whelmed him, that the serjeant-major had much ado after the first and second attempt to raise him. However, after a difficult passage over this causeway, and two violent assaults, the enemy quitted the place, of which his lordship took possession on the eighth of June. In a few days after, the strong fort of Mora, with a garrison of four hundred soldiers, surrendered also to the English, and it was afterwards razed.

This town being looked upon as the key to the West-Indies, and a passage to all the gold and silver mines in the continent of America, his lordship resolved to keep it, and make it a place of arms. For that purpose, on the seventh of July he sent away the inhabitants to Carthagena, tho' they made considerable offers to him for leave to stay. The earl in answer of his affirms, that if he would have quitted the place, he might have had five hundred thousand pounds. "This key whoever possesseth (says this great man) may at his pleasure go into any chamber in the house and see how they sleep before he be either stopped or descried; so as they must, at every door, keep so great a force to guard them, as will consume a great part of their yearly revenue, and send it from place to place with so great wastage, as will cause them to curse their new porter. For when they have done

“ what they can, they shall bear his charge to their own destruction, and still be losing places of strength and wealth.”

But a bloody flux, that carried off between four and five hundred of his men, made him alter his resolution. In the mean time a carvel coming on the nineteenth of July into the harbour of Margarita, with about one thousand ducats worth of pearls, was seized by the English, from which receiving intelligence, that the king of Spain's pearl church at Margarita was very rich, and but poorly guarded, the earl sailed with three ships in order to take that considerable booty, but was hindered by contrary winds from putting his design in execution. Before he quitted the island of St. Juan de Porto Rico, he endeavoured to prevail on the principal inhabitants to give him a sum of money for the ransom of it and their city: but finding that they trifled with him, and suspecting some treachery, he left seven ships and two strong fly-boats, which was the main strength of his fleet, with Sir John Berkley, to whom he gave full power to transact all affairs in his absence, and taking with himself nine ships, among which were two little vessels found in the harbour of Porto Rico, the one a French ship, and the other a Spanish frigate, which were rigged during their stay in that place; he put on board all the ships what hides, ginger, sugar, and ammunition he could get, as also the church bells, and all the brass cannon in the island which amounted to eighty.

With these nine ships he set sail the fourteenth of August for the Azores, where he hoped to intercept the Spanish Mexico fleet, or some from the Carracas. After many long calms and a violent storm, he arrived at Flores the fifteenth of September, where he came too late, but it was much for his safety; for, but a few days before at that place were twenty-nine large Spanish men of war, which would have proved too strong for him. Here Sir John Berkley joined him with the rest of the fleet: from whence, after taking in some provisions, they all sailed for England the sixteenth of September, when



they arrived about the beginning of October. In this expedition the earl lost a barge, sunk by his order in the harbour, to the detriment of the enemy; another barge cast away in a storm at Bermudas; the Pegafus wrecked on the Goodwin sands, and the old frigate upon the Ushant, in which two last ships forty persons were drowned. He lost otherways about seven hundred men, of whom six hundred died of the bloody flux and calenture at Porto Rico, and sixty fell in fight. He got nothing for being at this great expence in fitting out this squadron, but the value of one thousand ducats of earl, some small quantities of hides, ginger, pepper, &c. eight pieces of cannon and ammunition, the bells of some churches, &c. He hindered the carracks from making their voyages to the East-Indies this year, and obstructed the return of the Spanish plate-fleet, which was of considerable service to the English, and greatly disappointed the Spaniards. However, in these expeditions, and his excessive love for horse-racing, tilting, &c. he wasted all his estate. He was one of the lords who was employed in reducing the earl of Essex to obedience, and was made knight of the garter. He died in the Savoy at London, October the thirtieth, 1605, and was buried at Skipton in Craven, Yorkshire.



W O I F 3 3 0 0 1 7 1 1







**S<sup>R</sup> FRANCIS DRAKE.**

*Receiving of Homage & Regalia of y<sup>e</sup> King of NEW ALBION*



# BRITANNIA Triumphant:

OR,

NAVAL EXPEDITIONS, SEAFIGHTS,

and VICTORIES

OF THE

ENGLISH NATION.



THE

L I F E

OF

SIR FRANCIS DRAKE.

**S**IR FRANCIS DRAKE was the son of Edmund Drake, an honest sailor, born near Tavistoke in the year 1545, and was the eldest son of twelve brethren, and brought up by the charity, and under the direction of his kinsman Sir John Hawkins. At the age of eight he was purser of a ship trading to Biscay; at twenty made a voyage to Guinea; at the age of twenty two he made captain of the Judith, and behaved gallantly under Sir John Hawkins in the harbour of St. John de Ulloa, in the Gulf of Mexico, where he lost all the small fortune he had acquired. This sowed his temper; but after having consulted the minister of the ship, he satisfied his conscience, that as

he had been robbed by the king of Spain's subjects, it was lawful for him to make reprisals. This Drake preached with great success; and his doctrine was so taking in England, that he soon had great numbers of volunteers to accompany him in his projected expedition against the Spaniards. In 1570 he made his first expedition, with only two ships, the *Dragon* and *Swan*: and next year with the *Swan* alone, with safety, and obtained great riches. As he had great skill in conducting the most hazardous enterprizes, and now having got riches, which are the chief sinews of war, he formed the plan of a more important enterprize, in the *Pascha*, a ship of forty tons, accompanied by his brother John Drake in the *Swan* of twenty-five tons; the strength of both ships being only seventy-three men and boys. With this considerable force, the twenty-second of July, he attacked Nombre de Dios, which he took in a few hours by storm; where he received a dangerous wound in the action. They were obliged to retire to their ships with a very small booty. His next attempt was upon the mules which pass from Vera Cruz to the town, and got so great a booty, that they were obliged to bury part of it in the ground. He was much assisted in all his exploits by a nation of Indians, who were enemies to the Spaniards. He complimented their chief with a sword he had, for which he received in return four large wedges of gold. He then sailed from Florida to England, which he performed in twenty-three days, and made an equal dividend of all the riches he had acquired, well judging that those who had risked their substance in so uncertain and hazardous an expedition, should have their full share of profits. This got him great reputation; and his publick spirited behaviour in fitting out three stout frigates, to assist the earl of Essex in his expedition to Ireland, at his own expense and under whom he served as a volunteer, gained him the friendship of Sir Christopher Hutton, vice-chamberlain and privy-counsellor to queen Elizabeth, who assisted him in



grand expedition to the South Seas, which has rendered his name immortal. This he had long wished and earnestly prayed for. His project was well received at court; the queen having given her permission, his own fame soon drew to him a sufficient force. The fleet he sailed with on this important expedition consisted of five ships, viz. the Pelican of one hundred tons, commanded by himself, the Elizabeth, of eighty tons, the Marygold of thirty tons, the Swan fly-boat of fifty tons, and the Christopher pinnace, of fifteen tons; the whole fleet consisted of one hundred and sixty-four able men, and all necessary provisions. The destination of this fleet was given out to be for Alexandria, though it was intended for America. He sailed on the fifteenth of November, 1577, from Plymouth; but a great storm soon overtaking him, he was forced into Falmouth, to refit. He put to sea again on the thirteenth day of December. On the twenty-fifth, he fell in with the coast of Barbary, and on the twenty-ninth with Cape Verd. The thirteenth of March he passed the equinoctial. The fifth of April he made the coast of Brazil, in thirty degrees N. and entered the river de la Plata. He had lost company with two of his ships, which met him again; and after having taken out all their provisions, he turned them adrift. On the twenty-ninth he entered the port of St Julian's. On the twentieth of August he entered the streights of Magellan. On the twenty-fifth of September he passed them, having then only his own ship, which he named the Hind. On the twenty-fifth of November he came to Machao, where he had appointed a rendezvous in case of separation; but captain Winter having repassed the Streights, was returned to England. He continued his voyage along the coasts of Chili and Peru, seizing many Spanish ships, and frequently making descents on their coasts, till they acquired so much riches, that they desired no more. Then coasting North America, to the height of forty-eight degrees, he endeavoured to find a passage to our seas on that side, wherein he was dis-

appointed; however he made a landing, and called the country New Albion, and took possession of it for the use of queen Elizabeth. After having careened his ship, he set sail on the twenty-ninth of September 1579, for the Moluccas. On the thirteenth of October he fell in with certain islands, inhabited by the most barbarous people. On the fourth of November he had sight of the Moluccas, and coming to Ternate, was well received by the king of the country, a wise and polite prince. On the tenth of December he made Celebes, where his ship unfortunately run on a rock, when kind providence brought them off, after they had despaired of relief. On the ninth of January they continued their course, and on the sixteenth, arrived at Java Major. He intended to have proceeded to Malacca, but found himself obliged to alter his purpose, and return to England. On the fifteenth of June he doubled the cape of Good Hope, having then fifty-seven men, and only three casks of water. On the twelfth of July he passed the line; on the sixteenth he reached the coast of Guinea, and there watered. On the eleventh of September he made the coast of Tercera, and on the third of November entered the harbour of Plymouth. In this voyage he compleatly surrounded the globe, which no commander in chief had ever done before. His success in the voyage, and the great riches he brought, agitated the minds of men in a different manner: some looking upon him only as a common thief and pirate, who ought to be punished, others extolling his maritime skill, and that there was nothing more just than to make reprisals on the Spaniards, who had been so often faithless, and behaved treacherously to our merchants. However the queen soon put an end to this dispute, by her going to Deptford, and coming on board captain Drake's ship, where she approved of all he had done, and honoured him with knighthood, and gave directions for the preservation of the ship, for the honour of him, and his country's glory. The vessel is now decayed and broke up, but a ch

made of the wood is still preserved in the university of Oxford. In 1585 he sailed again to the West-Indies, accompanied by many officers of distinction and reputation. Here he took St. Jago, St. Domingo, Carthagena, and St. Augustin; but the profits from these being but moderate, he proceeded to Lisbon, with a fleet of thirty sail, and having intelligence of a great fleet which was to have made part of the Spanish Armada, which was to have invaded England, being in the bay of Cadiz, he entered the port, and burnt ten thousand ton of shipping; and having advice that a large carrack was expected at Tercera from the East-Indies, he sailed thither, and took and carried her home in triumph. Upon his arrival at Plymouth, he brought water by pipes into the town, which was of infinite service: the course he brought it was upwards of twenty miles. In 1588, Sir Francis Drake was appointed vice-admiral. After which he made a prize of a large galley, commanded by Don Pedro de Valdez, who was struck with terror at the very mention of his name. Here he generously distributed fifty thousand ducats among the seamen and soldiers. The next year he commanded the fleet sent to restore Don Antonio king of Portugal, the command of the land-forces being given to Sir John Norris. The admiral and general differed in their opinions, by which the expedition came to nothing; but Drake vindicated his conduct to the queen and council, which was approved of by them. The war with Spain still continuing, Sir John Hawkins and Sir Francis Drake proposed galling the enemy by a more formidable expedition than had ever been made to the Indies. They proposed to be at the most part of the expence themselves, and that their friends should bear a considerable share of the rest. The queen was pleased with the motion, and furnished them with a stout fleet of twenty-seven ships and two thousand five hundred men. This expedition succeeded worse than any of the former; the fleet being detained on the English coasts by the arts of the Spani-

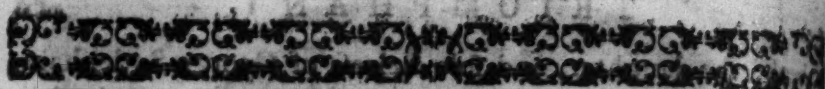


ards, in pretending they were going to invade England with a great fleet; and to make this more readily believed, they made a descent on the coast of Cornwall with four gallies. This made the queen and nation judge it prudent to keep those large ships at home for the defence of the nation. By this stratagem they gained their point; for by this time they had got home all their plate-fleet, excepting one galleon, which had lost a mast, and was put into Porto Rico. The queen recommended their taking of her, but the two commanders differing, their attempts were unsuccessful, the Spaniards having sent five stout frigates to bring off the galleon. On the thirtieth of October, Sir John Hawkins weighed from Dominica, and that evening one of the sternmost of Sir John's ships fell in with the five sail of Spanish frigates before-mentioned, and was taken: the thoughts of which threw Sir John into a fit of sickness, of which, and a broken heart, he died, the twelfth of November, 1595. At this time they were before Porto Rico, where they made a desperate attack, and destroyed many of their shipping. From thence he proceeded and took the town of Rio de la Hacha, which he burnt all to the ground, except the church and one house. He burnt several other villages along the coast, with the famous town of Nombre de Dios, the Spaniards refusing to ransom any of those places. The twenty-ninth of December Sir Thomas Baskerville marched with seven hundred and fifty men towards Panama, but returned the second of January, without effecting any thing. This disappointment threw the admiral into a lingering fever, attended with a flux, of which he died, on the twenty-eighth: though some doubts were entertained, whether bare sickness was the principal cause of his death.

Thus died this great man at the age of fifty-one. His death was lamented by the whole nation. He was twice elected member of parliament, viz. for the borough of Totnes, in Cornwall, and Plymouth. He was married to Elizabeth

zabeth, the daughter, and sole heiress of George Sydenham, of Combe-Sydenham, in the county of Devon, but died without any issue. He was low of stature, but well set, had a broad open chin, a round head, his hair of a fine brown, his beard full and comely, his eyes large and clear, of a fair complexion, with a fresh, chearful and engaging countenance. He was the first author of navigation in the West-Indies. He was the first that shewed his nation that it was practicable to act against the Spaniards, both by sea and land, with a small force. He was the first who brought tobacco into England, and was the author of our trade to the East Indies; and first advised the establishing of a chest at Chatham for the relief of seamen wounded in their country's service. Though he was strict in maintaining discipline, yet he was well obeyed from a principle of affection, so that we find he was seldom constrained to any acts of severity.





THE  
L I F E  
O F

SIR WALTER RALEIGH.

**S**IR WALTER RALEIGH was born at Budley in Devonshire, in the year 1552, was the son of Walter Raleigh Esq; of Fardell, near Plymouth. He had his education at Oriel college in Oxford, here he made surprising progress in all useful literature. He quitted the college at the age of seventeen, and entered a volunteer, with several other young gentlemen of good families, under his kinsman Henry Champernon, to go to the assistance of the oppressed protestants in France; this was in the year 1569. In this expedition he acquired great knowledge and character; so that he had the command of a troop of horse in Languedoc, and was at the battle of Moncontour in Poitou, where the protestant army that was near totally broken was saved by the prudence and resolution of Lewis of Nassau. He was engaged here upwards of five years, and did not return to England till 1575, and the same year entered into the service of the prince of Orange, where he fought bravely against the Spaniards in the Netherlands; and on his return home had improved himself so much as to be thought one of the most accomplished men of the age. Next year his half-brother Sir Humphrey Gilbert, having obtained a patent for making discoveries in

He was





*S<sup>r</sup> Walter Raleigh*

*B. Cole sculp*

*He was Beheaded Octo.<sup>r</sup> 29. 1617. in the 77<sup>th</sup> Year of his Age.*

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America, Sir Walter engaged to go with him on this expedition. Though he proved unsuccessful in this expedition, having met with a stronger enemy than he expected, and lost one of their ships, yet his character was so well established, that he obtained a captain's commission under Arthur Lord Grey, deputy of Ireland, where he went to assist in quelling the dangerous rebellion of the earl of Desmond, who was joined by a body of Spanish and Italian troops, supported by his holiness the pope. On his arrival in Ireland, in 1581, he surprized the Irish kearns at Rakele, all of whom he took alive except those who refused quarter. He bore a great share in the reduction of the castle of Del Ore, where he was the first who entered the castle sword in hand. When the army entered into winter quarters, Raleigh was ordered to Cork, where he was of eminent service in suppressing the seditious practices of lord Barry; for which he was rewarded next spring, by being joined in commission with Sir William Morgan, in the government of Munster; and for his signal services in that capacity, was rewarded with a large estate in that country. In August this year he was made governor of Cork; but having many enemies, he was recalled to England, and was soon introduced to his royal mistress, where he met with a favourable reception, and was nominated by her, among other persons of distinction, to accompany the duke of Anjou on his return to the Netherlands; and at his return the same year, was charged with the prince of Orange's letters to the queen, and met with great countenance from the great men at court, particularly from the earl of Leicester, the queen's favourite, which laid a foundation for his future fortune at court. Raleigh soon entered again into an engagement with his brother Sir Humphrey Gilbert, in an expedition to Newfoundland; for which he fitted out a ship of two hundred tons, called the bark Raleigh, which was obliged to return to Plymouth, upon account of a contagious distemper that raged amongst the



ship's company. After Sir Humphrey had taken possession of Newfoundland, in right of the crown of England, being fully persuaded that making discoveries in North America would be of great service to his country, he obtained a patent from the queen and council, for discovering such remote and barbarous lands, as were not in the possession of any christian power. Upon this he fitted out two stout ships, and on the twenty-seventh of April, set sail from England for the coast of North America, where they arrived on the second of July; and after having run one hundred and twenty miles along the shore, they debarked on a very low island called Wokoken, and took possession of the country in the name of the queen of England. Here they carried on a valuable trade with the natives, who, in exchange for their trinkets, gave them fish, venison, furs and deer skins; and after having learned the number and strength of the Indian nation in those parts, returned safe to England in September, and gave such a favourable report of the fertility of the island, that made her majesty resolve upon settling a colony there, and bestowing on it the name of Virginia, in memory of her being a maiden queen. Raleigh was now become very popular, and returned knight of the shire for the county of Devon, where he made a considerable figure. While he was member of the house, an occasion offered of his coming before the queen as a senator, upon which he received the honour of knighthood. He also obtained a confirmation of his patent for discovering of foreign countries; and to enable him to prosecute his design with success, she granted him an exclusive licence for selling wines thro' the kingdom. The year he fitted out a fleet of seven sail to prosecute his grand design, and appointed Sir Henry Greenville general of the expedition, and Mr. Ralph Lane governor of the colony. They sailed from Plymouth on the ninth of April, and came to an anchor at Wokoken on the twenty-sixth of June. Here they left a colony, and in their return home took a Span-

prize worth fifty thousand pounds. This year he had a royal grant of twelve thousand acres of ground out of the forfeited estates in Ireland, for his services in suppressing the rebellion in Munster. This encouraged him to fit out a third fleet for supporting and increasing his little colony. In his return home, he took more prizes from the Spaniards than they could bring home, in one of which was the governor of St. Michael's island and the governor of the straits of Magellan. This year Sir Walter fitted out a fine pinnace to the south sea, and gave the command of her to the earl of Cumberland. All his success was in taking a few small prizes. This year, 1586, he was made seneschal of the duchies of Cornwall and Exeter, and lord Warden of the stanneries of Devonshire and Cornwall. In 1587 he was made captain of her majesty's guard, but he had the disagreeable news to hear that his little colony in Virginia had been cut off by the natives, and his ships had been robbed by two large men of war from Rochelle. This year he was appointed one of the council of war, where he was of eminent service by his advice and schemes for ruining the armada. He raised and disciplined the militia in Cornwall; and in 1588 he joined the squadron, composed of many nobles and gentlemen, and bore his share in the several engagements, and at last in the total destruction of the invincible Spanish armada. In 1589 he disposed of his right and title to Virginia to certain gentlemen merchants in London, making the reserve of only the fifth part of the gold and silver ore that might be found there, and generously contributed one hundred pounds to the expence in improving the colony. In 1589 he was ordered with Sir Francis Drake and Sir John Norris to assist the Antonio king of Portugal, in order to recover his dominions from Philip II. king of Spain. In this expedition he took a great number of ships belonging to the king of Spain's subjects: for which he and the other commanders were honoured with a gold chain by the queen. In 1590

he fitted out a strong fleet of thirteen sail, and the queen added two stout men of war to them; but being detained twelve weeks by contrary winds, he sailed on the sixth of May, but next day was recalled by the queen's order: however he divided his fleet into two squadrons, one of which he gave the command of to Sir John Burgh, who proceeded to the Azores, and cruized there for the carracks from the East Indies, and the other to Sir Martin Forbisher, to cruize on the Spanish coasts. Sir John Burgh, fell in with the *Madre de Dios*, one of the largest ships belonging to the crown of Portugal, her cargo valued at one hundred and fifty thousand pounds: she carried one thousand six hundred tons, thirty-two brass cannon, seven hundred passengers. Her cargo freighted ten large ships. It is reported the sailors embarked the one half of her cargo.

In 1591 he exerted all his eloquence in the parliament, declaring for an open war with Spain. This gained him many enemies, particularly among the clergy, who represented him as an atheist. This charge was owing to his obtaining a grant of some church lands in 1494; however he was so impudent in the midst of all his favours from the queen, as to fall in love with Mrs. Elizabeth Throgmorton, one of the queen's ladies of honour, the fruits of which could not be concealed though he afterwards married the lady. By this means he acquired her majesty's high displeasure, and for which she put him under arrest for several months, and could never be persuaded to admit him to her presence till his return from Guiana, from which he brought home a considerable quantity of gold. In 1596 he was restored to favour at court, and appointed of council to the earl of Essex and the lord high admiral Howard in the expedition undertaken that year against Cadiz. The success of which was entirely owing to his advice and gallant behaviour. Here he had several wounds which deformed his body, which he says, was all the reward he got for his gallant behaviour. However, on his arriv-



at London he was highly approved of by the queen and the whole nation, and soon after restored to his post of captain of the guards, and admitted as formerly to private conferences, and into the privy chamber. Sir Walter after his return continued his design of settling Guiana, and accordingly dispatched another stout pinnace, and gave the command to captain Leonard Berrie, where she arrived safe, and brought further accounts of the state and riches of the higher country. In 1597 Sir Walter was engaged as rear-admiral under the earl of Essex in an expedition to the islands. He was like to have had his life taken from him for storming and taking the town of Fayal, in the earl's absence. After this he took several prizes, that paid his men, so that he got great credit; and in their return home they took Faro, in the kingdom of Aquera. In the beginning of August, 1599, the queen fitted out a formidable fleet, of which Sir Walter was made vice-admiral, the queen then fearing an invasion from Spain; but as soon subsiding, Sir Walter repaired to court to solicit the title, and dignity of a baron. May, 1600, Sir Walter was sent with some private instructions to the camp of prince Maurice of Nassau, in Flanders; and upon his return in August, he was preferred to be the governor of Jersey. Next summer he attended the queen in her tour through the kingdom, and was appointed to confer with the French ambassador, by her majesty's command. After the queen's demise, which he expected to have been as much in favour with James I. as her predecessor; but this prince being no martial man, Raleigh saw himself neglected and ill-treated, the captainship of the guards taken from him, thrown into prison, and convicted of high-treason, without the least shadow of a proof. The king signed the warrant for all the others but Raleigh, but could not be prevailed upon to sign his; so that in December he was removed to the tower. However, upon petition, he was allowed to stay with him, and by degrees he obtained a grant of all his goods that were forfeited to the

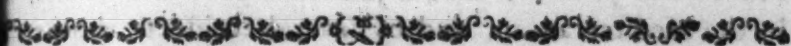
crown. All his estates were also restored to him. Raleigh now expected to be restored to his former condition; but in this he was mistaken. His enemies fell upon another project of ruining his affairs, by putting Robert Carr, afterwards earl of Somerset, who had no fortune of his own, to petition the king for Sherborn manor. They pretended to have discovered a flaw in the conveyance of Raleigh's estate to his son, which was only a single word left out by the clerk; his estate was deemed to be forfeited to the crown for the benefit of the favourite. Sir Walter wrote a very submissive letter to the favourite, which had no effect: tho' afterwards prince Henry begged Sherborn for himself, and restored it to Raleigh; but on the prince's death it was again taken from Raleigh, and given to the favourite, who was at last convicted of poisoning Sir Thomas Overbury, and was executed. Upon which Sir Walter was released, in 1616, but could not obtain his estate again. Sir Walter having been confined upwards of twelve years, was set at liberty, through the intercession of some of the royal family, and the influence of Sir George Villiers, a rising favourite, to whom he had promised a share of his future fortunes. As soon as he was released, his thoughts were employed on another voyage to Guiana; for which purpose he raised on his own and his wife's estate ten thousand pounds. As soon as his design was made public, several private and public spirited men joined him, who were to be entitled to a share in the profits of the voyage, according to the sums they advanced. The king also granted him a special commission for the voyage, which constituted him general commander in chief, giving him full power over the persons of all his followers. His commission was signed August the twenty-sixth, 1616; and Sir Francis Bacon affirms, that the power vested in him was sufficient to any formal purpose the king otherwise might have granted him. He had five ships of good force, besides small craft. He designed to sail the end of March, but several accidents prevented

At the beginning of July. Soon after he left Plymouth, he  
 was driven into Cork in Ireland by a violent storm, where he  
 was detained seven weeks by contrary winds. He put to sea  
 from hence on the nineteenth of August. September the  
 sixth he arrived off the island of Lancerotta, and desired leave  
 of the governor to trade for provisions, which was refused  
 to him, and they fell upon his men in their retreat, and slew one  
 of them, and would have slain more, had it not been for the  
 gallant behaviour of young Raleigh. From thence they steer-  
 ed to Gojuera, a good port, and well defended. Here they  
 endeavoured to oppose his landing; but after assuring the go-  
 vernor that they wanted nothing but what they would pay  
 for, and that if any of his men should breed the least riot they  
 should be hanged, he was allowed to land. The governor,  
 by a letter to the Spanish ambassador at the court of London,  
 showed his good behaviour, giving him the character he just-  
 ly deserved. From thence he proceeded to Guiana, and ar-  
 rived the seventeenth of November off the river Cahana. Here  
 he continued till the fourth of December. He was received  
 there with the utmost joy by the Indians, who offered to  
 make him their king, which he refused. Sir Walter was  
 seized here with such a violent fit of sickness, that he was not able  
 to prosecute the discovery of the mine, and therefore commit-  
 ted the execution of the project to captain Keymies's manage-  
 ment, sending his son along with him, with five ships, and fif-  
 ty men in each. They sailed up the river Oronoque, and to  
 their great disappointment found a town of one hundred and  
 eighty-eight houses, a chapel and convent, built in the midst of  
 a channel, which was called St. Thome, defended by a gar-  
 rison. Near this town was the gold mine. The Spanish  
 ships having intelligence of their coming, fell upon them be-  
 fore day break, and they were put into confusion, and would  
 have been all killed, had not the officers rallied them, and  
 pushed the enemy into the town, where the governor renewed  
 the fight, in which Sir Walter's son was slain. Victory at



last declared for the English; and after the governor and his men were slain, the common men fled into the woods, after setting fire to the town. They designed going to the mine, but there were so many ambushes laid in the woods, that it was impossible to get there, several men being killed in the attempt. Captain Keymies however brought away two bags of gold, with several maps, memorials, and letters, by which it appeared that Raleigh had been betrayed into the hands of the Spaniards. Raleigh by this means saw that he would be undone with the king. Captain Keymies shot himself in his cabbin. The news of the burning St. Thome, and their disappointment in not getting the mine, reached England before Sir Walter. The king issued a proclamation the eleventh of June, disapproving his conduct. An order was sent to the high sheriff of Devon to arrest him at his landing. Sir Walter perceived by this time that he must either be a sacrifice to his enemies or make his escape to France; but it was said that Stuckley his relation discovered this when he was below Woolwich, and he was taken out and carried a second time to the tower, from whence he was carried by a bear corpus to the court of king's bench, Westminster, where the record of his sentence was read, and the chief justice demanded what he had to offer. He made a reply, and pleaded his majesty's commission, which the court refused to believe, so that the very next day, being Thursday the twenty-first day of October, Sir Walter was brought by the sheriff to suffer in Old Palace Yard. He behaved at his execution in a most heroic manner; after giving his hat, cap, and money to his attendants, he stripped off his doublet, and desired to see the ax; and observing the sharpness, said, This is a sufficient for all diseases. His head was struck from his body with two strokes. The sheriff delivered it with his body, to his relations; but his widow kept his head in a case by her twenty-nine years, and it was at last put into the coffin of his son, who died in the sixty-first year of his age. Such

the end of this great man: he distinguished himself as a soldier, a wise statesman; a profound scholar; and scarce any ever equalled him in the duties of a private and social life. He spent a great part of his confinement in writing the history of the world, and several other tracts, some of which are printed. The patron of his studies was prince Henry. Some part of his time he spent in the study of chymistry, and employed his thoughts upon whatever he thought might prove beneficial to mankind.



*four days engagement between the English under the command of Prince Rupert and the earl of Albemarle, and the Dutch fleet under De Ruyter, Cornelius Van Tromp and Evertzen.*

IN the beginning of the year 1666 the French king at the repeated instances of the States General, and at the same time, pursuing his interest, to keep up the divisions between two maritime potentates, in order to weaken both, and that the Dutch might be induced to continue the war they and themselves unequal to, became a party with them in it. He recalled his ambassadors, and having on the nineteenth of May declared war against England, fitted out a fleet of twenty and thirty men of war, besides galleys and fire-ships, under the command of the duke de Beaufort.

Capin says, the king of France entered into this war, for no other reason but to buoy up the pensioner, (De Wit) who was entirely in his interest, and could no longer support him without this declaration. But there was another motive, which perhaps weighed as much or more with him than this, that was, to have a fair opportunity of encreasing his naval forces, and to become more considerable at sea, in order to

perpetrate other views in the sequel. He got permission of the States, by means of the (and perhaps his) pensioner De Wit, to build twelve men of war in Holland, (besides others he was allowed to build in Denmark) and to purchase as many more stout merchant men, together with vast quantities of ammunition; some of which ships were afterwards employed against themselves: And how little of these naval preparations he made use of, for the service of the Dutch, we shall see below.

The fleet under the duke de Beaufort, which the king of France had promised should join with that of the states, was in the Mediterranean, and by several accidents, either real or feigned, did not come to Belleisle, where he was to be in hand, to join the Dutch fleet in the Channel, till the latter end of September.

The Dutch, in hopes of this assistance, used their utmost diligence to get early to sea this spring, and, on our side, preparations were made for doing the like.

The king proclaimed war against France the beginning of February, and the fleet being now ready, consisting of seventy-eight ships of the line, besides frigates and fire-ships, was put under the command of prince Rupert, and the duke of Albemarle. They arriving in the Downs the nine and twentieth of May, received advice that the French fleet was come out to sea, in order to join the Dutch. Upon this news, it proved a false alarm, for prince Rupert received express orders from the King to make the best of his way, with the whole White Squadron, excepting the admirals, to the north of Wight, in order to intercept them as they came up the Channel. With the same wind which carried the prince to St. Helen's, the Dutch put to sea, and finding the English fleet divided, would not lose so favourable an opportunity. They therefore resolved to engage the duke of Albemarle with a vast superiority. The duke, far from declining battle, tho' the Blue and Red Squadron, which remained



der his command, did not amount to more than between fifty and sixty sail, encountered them with singular bravery, tho' so much inferior in strength; and notwithstanding the wind, blowing hard at south-west, made his ships stoop so, that they could not use their lower tire of guns. This disadvantage the Dutch themselves allow, and Basnage, to the honour of general Monk, says, he chose rather, as he had the wind, to fight at this disadvantage, than to defer the battle.

The Dutch fleet, which was commanded by De Ruyter, consisted of seventy-one ships of the line, twenty frigates, thirteen fire-ships, and eight yachts; carrying four thousand, seven hundred and sixteen guns, and above two and twenty thousand men. De Ruyter commanded, in particular, the squadron of the Maese; that of North Holland and Friesland was commanded by Evertzen, and that of Zealand by Van Tromp. Notwithstanding this great superiority of the enemy, De Ruyter confesses, in a letter to the States, that the English were continually the aggressors in this remarkable fight, which lasted so many days. It was they, likewise, who begun the battle, by attacking the Dutch, as they lay at anchor between Dunkirk and the North Foreland; and with such impetuosity, that (as De Ruyter confesses, in the same letter) they were obliged to cut their cables to put themselves in a posture to receive them.

With this vast disadvantage the engagement begun, and the battle was fought four days successively. The battle beginning the first of June, and not ending quite till the fourth at night.

In the beginning of the very first day's engagement (which was very fierce on both sides) Van Tromp's ship was so much disabled that he was obliged to go on board another. De Ruyter, upon this, coming to his assistance, met with the same fare, and the powder of another Dutch ship, taking fire, blew her up into the air.

If we will believe Rapin, the advantage of the first day's

engagement was on the side of the Dutch, and that they sunk first an English ship of fifty guns, then another of seventy guns; and afterwards three other first rates. The greatest loss continues he, the Dutch sustained was that of vice admiral Evertzen, who fell by a cannon ball.

Towards the latter end of the day, Sir John Harman, rear admiral of the White, being surrounded by a throng of Dutch, signalized himself, by the death of the Zealand admiral Evertzen, and the destruction of three of the enemy's fireships, after which, being left by the enemy, he retired with his disabled ship to Harwich. Sir William Berkeley, vice admiral of the White, and almost all his men, being killed, his ship with two more, which were cut off from the line, and disabled, were taken.

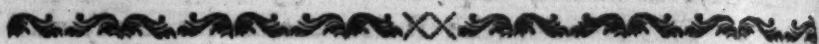
The night, having put an end to the first days fight, about ten o'clock, was spent in repairing damages. The engagement was renewed the next morning by break of day, and was continued for some hours, till a calm obliged both fleets to lie by till noon. A breeze coming up in the afternoon the battle began again, and was fought with equal bravery. Van Tromp having once more been obliged to leave his ship, or, as others say, having voluntarily shifted from ship to ship, and fought in variety of shapes, at length was so hard beset by the English ships, together with the vice admiral Vander Hulst, who was killed with a musket shot, that had not De Ruyter, with an unparalleled bravery brought him off, he had infallibly been taken or sunk. One of the Dutch commanders Ruth Maximilian, speaking of this incident, says the affairs of the Dutch seemed at that time to be in a desperate condition. The Dutch had this day, according to Burchett, three ships fired. The greatest loss of the English being three disabled ships, which they burnt themselves.

The duke of Albemarle, seeing, towards evening, that the Dutch were reinforced, took the opportunity of the night to retreat, but was obliged to make a running fight of it

the next day, in hourly expectation of joining the White Squadron. This retreat (the Dutch themselves own) was made in excellent order, and without any loss, the Dutch following them at a distance, till the Royal Prince, with Sir George Asycough, admiral of the White Squadron, unfortunately striking upon the sand, called the Gailoper, was burnt, by the enemy, and himself and his men made prisoners. In the evening, of the third day, the duke discovered prince Rupert's Squadron hastening to his assistance. Being joined, the two admirals resolved to attack the enemy again immediately, and setting their course towards them, with drums beating, and trumpets sounding, charged thro' and thro' the Dutch Squadrons; but night soon parted them. The next morning by break of day the fight was renewed with equal fury and resolution; but the accounts we have of this third engagement are so contradictory, that it is impossible to reconcile them. I shall therefore only give Mr. Secretary Burdett's account, who, one would think, may have had good information, and, I hope, in this account, deserves not to be accused of partiality.

Prince Rupert, says this gentleman, coming in with his Squadron, the English charged through the Dutch fleet five several times with good advantage, and so broke them, that they had not above five and twenty ships remaining in a body, which only maintained a running fight, and retreated to their own coasts, having lost above fifteen ships, with one and twenty captains and above five thousand common men.





*An Engagement between the Dutch and English fleets, and a complete victory obtained by the latter.*

**N**OTWITHSTANDING the great loss sustained in these last actions, on both sides, it was not many weeks before both fleets were at sea again, prepared for farther action. The Dutch, being the earliest, appeared before the Thames mouth, thinking to insult the English, whom they did not believe to have been in such forwardness. But they had not been long there, before they saw the English fleet bearing down upon them, to engage them upon more equal terms than in the last fight, upon which they immediately retired towards the coast of Holland.

The English fleet consisted of about eighty men of war and frigates, and eighteen or nineteen fireships, divided, as usual, into the red, white and blue squadrons, the first of which was commanded in chief, by prince Rupert, and the duke of Albemarle, who were both in one ship, the second by Sir Thomas Allen, and the third by Sir Jeremy Smith; under whom Sir Joseph Jordan, Sir Robert Holms, Sir Thomas Tiddeman, Sir Edward Spragge, Captain Urbert, and Captain Kempthorn, commanded as flag-officers.

The Dutch were, according to their own accounts, eighty-eight men of war, and about twenty fire-ships, divided likewise into three main squadrons, which were commanded by De Ruyter, Evertzen and Van Tromp. The English being come up on the five and twentieth of July with the Dutch fleet, they came to another engagement, which happened north east and by east of the north Foreland.

Sir Thomas Allen, with the white squadron, began the fight about noon, by attacking the Dutch admiral Evertzen. About one o'clock prince Rupert and the duke made a

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rious attack upon De Ruyter, and after a fight of about three hours, in which they were very roughly handled, they were obliged to leave their ship and go aboard another. In the mean time, the Friesland and Zealand squadrons, under Evertzen, were put to flight by Allen; and this admiral, with his vice admiral De Vries, and his rear admiral Koenders were killed; in this action the Zealand vice admiral Blankert, being left, was taken and burnt by the English, as was likewise the Sneek (or snail) a ship of fifty guns.

Prince Rupert and the Duke, seeing the success of the white squadron, redoubled their fury with the red against De Ruyter, whom they engaged ship to ship. In this fight a Dutch fire-ship was sunk; and the ship Guelderland of sixty-six guns, one of De Ruyter's seconds, rendered incapable of action; but the captain of an English fire-ship attempting to grapple her, miscarried, and was forced to set fire to his ship too soon. Another Dutch fire-ship was burnt by the English, and most of the men drowned. Captain Ruth Maximilian, another of De Ruyter's seconds, was killed, and the two others, Nyhof and Hogenhoeck, mortally wounded. After these losses several of De Ruyter's squadron began to take to their flight; his vice admiral Van Nes only stood bravely by him, and was very much disabled; but being at length deserted by all but eight or nine ships, and bore down with numbers, this brave admiral found himself obliged to yield to necessity and follow the rest.

Van Tromp was all this while hotly engaged with the blue squadron under Sir Jeremy Smith, where having gained some small advantage he indiscreetly suffered himself by degrees, to be drawn away to so great a distance from the fleet, that it was not in his power to assist his friends when they were in distress. As this was an inexcusable error on his side, so it appears to have been a master-piece of policy, and so some Dutch writers take it, on the side of the English; Smith's squadron being the weakest on our side, and Van Tromp's

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the strongest on the other. In this part of the fight Van Tromp's rear admiral Hoen was killed, and Van Meppel's, the vice-admiral's ship terribly shattered, having alone a hundred men killed and wounded. On the English side the Resolution, a man of war, commanded by Captain Haiman, was burnt by a Dutch fire-ship.

There being but very little wind all that night and the next day, De Ruyter's retreat was very slow, and continually exposed to the enemy's shot, Prince Rupert and the Duke, with part of the red squadron, being always at his heels; but not being able to board, by reason of the calm, they endeavoured to ruin him by a fire-ship; but that miscarrying, they plied him with so continual and furious a firing of their ordnance, that tho' he was remarkable for his intrepid courage, the author of his life in French says, he was heard to say, *O Dieu! faut il qui je sois si malheureux! Entret ant de milliers de boulets, n'y en aura-t-il point un qui m'emporte?* Or words to that effect in Dutch, *O God! must I then be unfortunate! Among so many thousand of balls, will not one be so favourable as to take me off?*

By this time, it was evident, and the Dutch themselves are obliged to own, that the English had obtained a compleat victory, having sunk or burnt above twenty of their ships, killed, besides Evertzen, admiral of Zealand, Tirrick Hiddes de Vries, admiral of Friesland, and rear admiral Van Saen, with above four thousand common seamen, and wounded near three thousand. The remainder of the enemy's fleet got, at length, in the utmost confusion, into the Weilings, over the flats and banks, whither our great ships could not follow them; and our fleet sailed triumphantly along the coast of Holland, taking their ships at the mouths of their harbours, till being come off the Vly, they got intelligence by one Heemskirk, a cashier'd Dutch captain, that upon that island and the Schelding were considerable magazines belonging partly to the States and partly to the East India company, and at anchor

within the islands, a great number of merchant ships, lately arrived from Moscovy, Guinea, and other parts; with some outward-bound ships all richly laden. Upon this information, the admiral sent in a squadron, consisting of nine fourth or fifth rate men of war, five fireships, and seven ketches, to destroy them, under the command of Sir Robert Holmes, assisted by Sir Philip Howard, Sir William Jennings, and other officers.

The next day being the eighth of August, Sir Robert came to an anchor, at eight in the morning, before the Vly, where the wind not favouring their design, they with some difficulty turned into Schelling road. The ninth, they had the good fortune to destroy about a hundred and sixty rich Dutch merchant ships, the least of which was of two hundred tons, with two men of war, their convoy.

This was effected in the following manner. The Pembroke, which drew the least water, was ordered with the five fire-ships, to fall in amongst the fleet with what speed they could. Captain Brown, with his fire-ship, chose very bravely to lay the biggest men of war on board, which he did, and burnt her down-right. Another fire-ship running up, at the same time, to the other men of war, she backing her sails, escaped the present execution of the fireship; but she thereby run herself on ground, where she was presently taken by some of the long boats and fired. The other three fireships clapped the three largest merchantmen on board, which carried flags in their main tops, and burnt them. This put all their fleet in a great confusion, which Sir Robert Holmes perceiving, made sign for all the officers to come on board again, and presently gave order that Sir William Jennings, with all the boats that could be spared, should take the advantage to fall in and destroy all they could, but with strict command that they should not plunder. This order was so well executed, each captain effecting his share, some twelve, some fifteen each, that of the whole fleet of one hundred



and seventy ships, not above eight or nine escaped, and they were much damaged; the rest were all burnt.

The tenth, they landed with a body of men, consisting of eleven companies on the island of Schelling, where they fired the town of Brandaris consisting of six or seven hundred, some accounts say, a thousand houses, upon that island, and brought off a considerable booty, which was all performed without any other loss on our side, than of six men killed, and as many wounded, with four or five fireships consumed, and a few pinnaces sunk. As a mark of their triumph, besides the booty the soldiers and sailors made, they brought off a fine pleasure boat, belonging to the states, of twelve guns. The loss the Dutch sustained in ships, goods, houses, and other effects, was computed to amount to twelve hundred thousand pounds sterling.

About this time, the French fleet under the command of the duke de Beaufort arrived at Rochel, where he stayed to take in a supply of fresh water, of which he was in great want.

The English after this success, being returned to their own coasts, the Dutch notwithstanding all these misfortunes, put their fleet to sea again, consisting of seventy-nine men of war, and frigates, and seven and twenty fireships, under the command of De Ruyter, before a month was at an end, which in hopes of being joined by the French fleet, under the duke de Beaufort, who they were informed lay at Rochel, with forty sail, passed by Dover the first of September. Prince Rupert, with the English fleet, which had been reinforced since the last battle, and was superior to the Dutch, stood after them to the road of Bologne, being very eager to engage them; but the Dutch, to avoid fighting, hauled close in with the shore, and had been there burnt or run to ground by the Prince, if a violent storm suddenly coming on had not forced him to retire to St. Helen's.

In the mean while the French fleet sailed from the west

ward, but three or four of their ships, which separated from the rest, falling in with Sir Thomas Allen's Squadron, in the Soundings, he took one of them called the Ruby, of a thousand tons, seventy guns, and five hundred men, with which loss the Duke of Beaufort was, or pretended to be, so discouraged, that he immediately returned into port, as the Dutch did, but to their own coasts.

In the month of December, Captain Robinson meeting with three Dutch men of war, near the Texel, destroyed them all, and Captain Urbert, returned from the Streights brought seven rich Dutch prizes with him.



*Treachery of the Dutch, in attacking our ships in the Medway, Hope, &c.*

**I**N the beginning of this year, a treaty of peace between England and Holland was openly set on foot, by the mediation of Sweden. Breda was the place appointed for the congress, and the plenipotentiaries on all sides being arrived there, a conference was held, about the end of May. In confidence of the success of his treaty, the king forbore to set out a fleet. But whilst his ministers were negotiating at Breda, the Dutch resolved to make an advantage of this his remissness, which they did in the following manner, as agreed upon between the pensioner De Wit, and the French ambassador at the Hague.

To prepare the way for the execution of this project, a letter was written, through the instigation of the French ministers, by the queen-mother of England, who was then in France, to inform the king her son, that both French and Dutch had their eyes wholly turned upon peace, and that they had no design of sending any fleets to sea that year. A great weakness it was in the king, and his council, to give credit

to this with so implicit a faith, as to consent to a treaty, without requiring a cessation of arms, if he was resolved not to fit out a fleet, and to believe the commencing of a treaty would of itself supply that cessation.

The Scots had during the war sent out many privateers; and they had brought in a good number of rich prizes. The Dutch being, or pretending to be provoked at this, sent Van Ghendt, with a good fleet into the Firth, to burn the coast, and to recover such ship as were in that part.

He came into the Firth, on the first of May. If he had at first hung out English colours, and attacked Leith harbour immediately, which was then full of ships, he might have done what mischief he pleased; for all were secure, and were in expectation of Sir Jeremy Smith, with some frigates, for the defence of the coast. Van Ghendt did nothing in the Firth for some hours; he shot against Burnt Island, without doing any mischief; for this was all a feint to amuse the King, that he might not dive into the real design of the Dutch. All being ready, Van Ghendt, with his squadron, returned, and joined De Ruyter, who with seventy sail of ships, appeared in the Thames' mouth, the seventh of June, and, on the tenth, sending in a squadron, possessed themselves of the fort at Sheerness, and burnt or plundered the magazines of stores, tho' as bravely defended by Sir Edward Spragge as a place, then unfinished, and of no defence, could possibly be. The Duke of Albemarle, who was lord general, with all expedition hastened down thither, with some land forces, and, to oppose the enemy's progress, sunk some vessels in the entrance of the Medway, and laid a strong chain across it; but the Dutch, with a high tide, and a strong easterly wind on the twelfth, broke their way thro' and burnt three ships, the Matthias, the Unity, and the Charles V. (all taken from them this war) which lay to defend the chain. Dutch writers allow, that they would not have had the courage to have attempted breaking the chain, had not one captain Brackley



who was in disgrace, and under confinement for some misdemeanor, solicited for, and obtained his liberty, on condition of making this attempt; and his success fully answered the boldness of his enterprize. The advantage of wind and tide continuing, they advanced, the thirteenth, with six men of war, and five fireships, as far as Upnore-castle; but were so warmly received by Major Scot, from the castle, and Sir Edward Spragge, from the opposite shore, that they received no small damage in their ships, but more in the loss of a great number of their men. However, in their return, they burnt the Royal Oak, and having much damaged the Loyal London, and the Great James, fell down the river again, on the fourteenth, carrying off with them the hull of the Royal Charles, which the English twice fired to prevent that dishonour, but the enemy as often quenched again. In this action, one Captain Douglas (who was ordered to defend the Royal Oak, which was burnt) when the enemy had set fire to it, receiving no command to retire, said, 'It should never be told that a Douglas quitted his post without orders,' and resolutely continued on board, and was burnt with the ship, falling a glorious sacrifice to discipline and obedience to command, and an example of so uncommon a bravery, as, had it happened among the ancient Greeks or Romans, had been transmitted down to immortality with the illustrious names of Codrus, Cynægyrus, Curtius, and the Decii.

The Dutch got out to sea again with the loss of two ships, which ran aground in the Medway, and were burnt by themselves, and eight fireships spent in the action, with no more than a hundred and fifty men, according to their accounts, but probably with a far greater number.

Part of the fleet being left to block up the mouth of the Thames, under the command of lieutenant admiral Van Nes, de Ruyter, with the rest, proceeded to Portsmouth, with design on the shipping in that harbour; but the earl of Macclesfield and captain Elliot had so well provided for their

reception, that they thought fit to desist from any attempt, and sailing to the westward, entered Torbay, with intent to land there; but being repulsed, returned to the Thames' mouth; and tho' they knew the peace was now actually concluded, with their accustomed integrity, came up with five and twenty sail, as far as the Hope, where lay all the ships of force we had then fitted out, which were about eighteen, under the command of Sir Edward Spragge. Sir Edward happening not to be on board, the enemy did considerable damage with their fireships; but he immediately repairing to his command, and being presently joined with some small vessels, under Sir Joseph Jordan, the Dutch were forced to retire with loss. They then appeared off Harwich, where they made an attempt on Landguard fort, but were repulsed with great loss.

The Dutch, having re-embarked their troops at Harwich, sailed away again from the Thames, and venturing up as far as the Hope, where Sir Edward Spragge lay at anchor with a squadron of English ships, a sharp engagement ensued. One of the English fireships grappling with a Dutch fireship, they both burnt down together, but so close to another of the Dutch ships, that she likewise took fire, and blew up. Soon after, another of their ships took fire, and burnt down; and, after that, another of our fireships and one of theirs, being grappled together, were both burnt. All the time of this fight, the English made good their place, insomuch that another of their men of war run aground, and fired herself, and another of their fireships was burnt, with the loss of one of ours. When they were about to draw off, they sent one man of war and four fireships towards the English; but with bad success; for the foremost of the fireships, seeing the English ready with their ketches to cut off their long boats, forsook the vessel, which was presently seized. And the other three fireships, fearing to incur the same fate, burnt themselves; which when the Dutch man

war saw, she retired and joined the fleet. The English admiral then bore up with his own ship to the whole fleet of the enemy, and sent off a fireship, which got up very near one of the enemy's largest men of war, being stoutly seconded by our men of war; but being galled by the shot of the whole fleet, they thought it convenient to come off. Dutch writers differ pretty much from ours in their account of this day's action. They will not allow that they lost any but fireships, of which they own they spent eleven, and the English, as they say, eight; and of course they allow us the advantage.

The English now thought it most proper to withdraw to Gravesend, and leave the enemy at anchor in the Hope; but the next day they, with the help of their fireships, attacked the Dutch in their turn, and after a sharp dispute, in which they themselves set fire to the only fireship they had left, to prevent her being taken, obliged them to retreat. They then sailed down the Channel to the western coasts (after having been attacked again at the mouth of the river, and suffered some damage) and having alarmed the country, with several offers of landing, as first at Wenbury, in Devonshire, and then near Cowland in Cornwall; at length, when they could dissemble the knowledge of the peace no longer, De Ruyter invited some of the Cornish gentlemen on board him, gave them a liberal entertainment, and excusing some of his latter acts of hostility, he dismissed them civilly, and then with his fleet, made sail to their own coasts. Rapin, to avoid mentioning this perfidiousness of the Dutch, as prolix as he is sometimes, in other things of less moment, sums up these transactions in a few lines. After this action, De Ruyter (says he) set sail for Portsmouth, where he attempted to burn the ships in the harbour; but finding that impracticable, he sailed to the west, and took some ships in Torbay. They then steered eastward, beat the English before Harwich, and gave chase to a squadron commanded by Sir Edward Spragge,



who was obliged to retire up the Thames. In a word, he kept the coasts of England in continual alarms the whole month of July, till he received the news of the conclusion of a peace. (But to be sure no longer.)

While the Dutch loitered before the river, and at Torbay, without effecting any thing remarkable, the English found means by their privateers, and a squadron of frigates commanded by Sir Jeremy Smith, in the North Sea, abundantly to repair the damage sustained at Chatham, by taking great numbers of their merchant ships, bound from the Baltic and Norway, as also from and to France, Spain, Portugal, and the Streights: and some English frigates took a man of war called *Het Raedt-huis van Haerlem*, which was going with some others to rejoin their fleet.

Among others, a gallant action of captain Dawes must not be omitted. This brave officer, who commanded the *Elizabeth* frigate meeting with fifteen sail of Rotterdam men of war, fought with their rear admiral, of sixty-four guns, and five others, of eight and forty and fifty guns, and presently after, with the admiral of seventy guns, and two of his seconds; yet got clear of them all, forcing the enemy to lie by the lee.

Not long after, the same frigate engaged with two Danish men of war, of forty guns each; in which action, after four hours fight, the brave captain Dawes was slain with a cannon ball; but was heard with his last breath to cry, *For God's sake do not yield the frigate to these fellows*. Soon after, the lieutenant being desperately wounded, and the master who succeeded him slain, the gunner took place, who supplied the two Danes, that they were glad to steer to their own coast. The English anchored within a mile of them all night to repair damages. The next morning, they expected the Danes again; but tho' they were to the windward, and had the advantage of the current, yet they would not

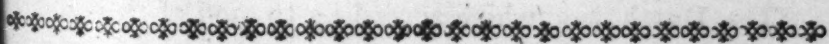
venture; upon which, the English, after having saluted them with a shot of defiance, bore away for England.



*Naval expeditions and transactions of the English, with other remarkable occurrences, during the second Dutch war,*

THE naval force of France being now to act in conjunction with ours, the count d'Estrees, the French vice-admiral, came the third of May to Portsmouth with a squadron of ships of that nation; and our fleet coming thither soon after from the Downs, they both put to sea. The duke of York, being commander in chief, was with the Red squadron in the centre, Monsieur d'Estrees acting as admiral of the White, with the French squadron, on the right; and the earl of Sandwich, being admiral of the Blue, on the left. The English fleet consisted of above a hundred ships of all sorts, and the French of forty.

Dutch writers differ very much in their accounts of the force of our fleet; some, and particularly the author of De Ruyter's life, pretended, they were a hundred and sixteen ships, most of them large, besides four and twenty ketches, and the French eight and forty stout ships, but some of their more moderate writers agree pretty well with our account above.



*An engagement between the English fleet, under the command of the duke of York, and the Dutch fleet, under De Ruyter, Van Ghendt and Banckert.*

IT was on the nineteenth of May that they discovered the Dutch, about eight leagues E. S. E. of the Gunfleet; and

the next day they prepared to engage; had not the thick weather which came up, made them lose sight of each other. Upon this, the English and French fleets put into Solebay, where they continued 'till the eight and twentieth, when the Dutch appeared unexpectedly, at break of day, in the offing, bearing up to them, and had very near surprized them in the bay, many ships being obliged to cut their cables, to get out and range themselves in order of battle.

It is credibly reported, that the day before, the wind being at north-east, a stiff gale, the earl of Sandwich, with the other flag officers, being invited to an entertainment on board the duke of York's ship, took the liberty, in the midst of the jollity, to say, that the fleet was in danger of being surprized, as the wind then stood, and therefore, it was his opinion, they ought to weigh anchor and put out to sea; whereupon the duke, by a sudden reply, seeming to reflect on this caution of the earl's, as the effect of fear, it is said, caused in him a resentment, that was supposed to have been fatal in the sequel, (as we shall see below,) tho' the event shews, this caution was the effect of his prudence, and not of his fear.

Basnage pretends, that had not De Ruyter been tied down to the formality of calling a council, and advising with Cornelius de Wit, the deputy of the States, on board the fleet, he might have attacked them in such manner, during the surprize, as must have brought them into the utmost disorder.

The Dutch fleet, which according to most of their authors, consisted of seventy-five large ships, and forty frigates and fireships, was commanded by Banckert, in the van, who attacked the White squadron, under Monsieur d'Estrees; by De Ruyter, who was commander in chief, in the center, and fought with the Red squadron, under the duke; and by Van Ghendt, in the rear, who engaged with the Blue squadron under the lord Sandwich.



The engagement was begun, between seven and eight in the morning, by the Dutch, with the White Squadron, and the French received them in the beginning, with some shew of courage and bravery; but they soon after sheered off from the battle.

The duke and De Ruyter were, in the mean time, so warmly engaged for several hours, that his royal highness was obliged to leave his ship, the *St. Michael*, (her main-top-mast, with the standard being, according to the Dutch accounts, shot down) and go on board the *Loyal London*. The earl of Sandwich, in the *Royal James*, a ship of a hundred guns, gave very signal proofs of his intrepid valour. He was first attacked by the *Great Holland*, commanded by captain Brackel (the same who began the attack at Chatham) followed by a fireship, and was soon seconded by Van Ghendt's whole Squadron. Brackel, tho' of much less force, depending on the assistance of his friends, who had the advantage of the wind, grappled the *Royal James*; and while the earl was engaged with him, he was attacked by Van Ghendt, with several other men of war and fireships, against all which he maintained a bloody fight. The Dutch rear admiral, Van Ghendt, was soon taken off with a cannon shot; three of their fireships and a man of war, which would have laid the earl on board, on the other side, were sunk; and at length, he was disengaged from Brackel's ship, with which he had been grappled an hour and a half, and had reduced her to the state of a wreck, wounded her commander, killed and wounded almost all his officers, and above two thirds of his men.

It is said, that just before he was disengaged from Brackel, three sailors, belonging to the *Royal James*, run up to his main-top-mast-head, and took down his pendant; but that Brackel, having got the grappling irons loose, they remained prisoners on board.

He had now defended himself and repulsed the enemy,

in so brave a manner, for five hours together, and it was believed might have made an honourable retreat too; but he would not be persuaded to desist from the unequal combat tho' not seconded, as he ought to have been, by his squadron. At length, another Dutch fire-ship, covered by the smoke of the enemy, grappled the Royal James, and set her in flames; and the brave but unfortunate earl perished in her, with several other gallant officers. But her commander, Sir Richard Haddock, who was wounded in the thigh, was taken out of the sea.

Of the thousand men on board, six hundred were killed on the deck. When the ship was on fire the earl retired to his cabin, where he was followed by his captain, Sir Richard Haddock, who finding him with a handkerchief before his eyes, told him of the danger. But he answered, he saw how things went, (reflecting on the words the duke had let fall the day before) and was therefore resolved to perish with the ship.

The author of the *Columna Rostrata* says, that the earl, being unwilling to leave his ship, whilst the least hope remained of saving her, was left alone to encounter the fire and the enemy; Which having done for some time in vain, he leaped thro' the flames into the sea, and ended his life, to his immortal honour. Dutch writers say, two of his sons perished with him, and that endeavouring to escape, his barge sunk, by being overcharged. The author of *De Ruyter's life* gives the deceased earl, the epithet of valiant, wise, circumspect, courteous and candid, as well in words as deeds. This author and Basnage say, one only of his sons was drowned with him.

The death of Van Ghendt, with the furious attack of part of the earl's squadron, which at last, came in to his relief, tho' too late, caused soon after, such a confusion in Van Ghendt's squadron, that it stood off, and left the fight for some time. This gave opportunity to the Blue Squadron

in the Red, and to assist the Duke of York, who being abandoned by the French, was in danger of being bore down by two of the enemy's squadrons, under De Ruyter, and Banckert. In this fight Cornelius Evertzen, admiral of Zealand, was killed, and De Ruyter himself, with Allemond, another of their flag officers, narrowly escaped being burnt by the English fire-ships. De Ruyter was wounded, a hundred and fifty of his men killed, and his ship so disabled, that she was towed out of the fleet, and with great difficulty got to Zealand. Van Ghendt's Squadron, which had absented, for some time, from the battle, coming in again to the assistance of De Ruyter, the fight went on with greater fury. The French Squadron still kept aloof, and left the English to encounter the whole force of the enemy, with the disadvantage of two to three. Notwithstanding this inequality, the fight (as the Dutch themselves own) lasted with great fury, 'till nine at night, both sides having displayed all the art and skill, which could be expected from the most experienced commanders. And all the bravery that thirst of honour could inspire.

Towards the end of the fight, great havock was made among the Dutch fireships, of which five or six (as they themselves allow,) were destroyed by one English man of war. At last the whole Dutch fleet being dispersed, and in great disorder, and Sir Joseph Jordan, with the Blue Squadron, getting the wind of them, De Ruyter's ship was in great danger, of being burnt: but being got loose from the fireship which grappled her, that admiral took the opportunity to gather his scattered fleet together, and first quitted the place of battle, thereby allowing the Duke the honour of pursuing them. However, tho' the Dutch historians themselves allow this, yet some of them have been so vain as to boast of the advantage, and to lay claim to the victory, equally with the English. The only pretence upon which they found this claim is, because the English, who were to the windward, did not renew the fight the next day, which is sufficiently answered



by the behaviour of the French the day before. The English, on the contrary, may with great reason, claim the honour of the day, not only as they remained masters of the place of battle, but because, (as the Dutch writers themselves own) they took and carried off a man of war, called the *Staveren*, whereas on their side, they had not the least token of a victory to produce.

The author of *De Ruyter's life* says, that in the night after the battle, a little before break of day, one of their men of war, called the *Westergo*, blew up by her own powder either through neglect or accident. *Basnage* is moderate than the rest of the Dutch historians, and only says, neither side had any great pretence to a victory.

The loss of men was pretty near an equality; but of ships the Dutch will needs have it the most were missing on our side, there being (say they) two burnt, and three sunk, whereas they lost but three, one burnt, one sunk, and the third taken by the English; besides *Brackel's* ship disabled. The French, notwithstanding their great caution, lost two men of war, one burnt and another sunk. Among the slain, on our side, were many brave men of quality, as the earl of Sandwich, captain Digby, in the *Henry*, Sir *Fretcheville* Holles in the *Cambridge*; Sir John Cox, in the *Prince*; *Monfieur de la Rabeniere*, the French rear admiral, the lord *Maidstone*, Mr. *Montague*, Mr. *Nicholas*, and Mr. *Vaughan*, the two last of which were of the duke's bed-chamber, besides several other persons of note. The body of the earl of Sandwich was taken up, sadly burnt and mangled, floating at sea, and was afterwards interred, with great solemnity at the king's charge, in *Westminster* abbey.

The English complained, that the French were wanting in their duty, and only fought at a distance, after they had separated from the fleet. This conduct was ascribed to secret orders given to the count d' *Estrees*, not to expose

Nothing can give a juſter idea of this fight, than the teſtimony of the Dutch admiral, De Ruyter, who declared, that he had been in many ſea fights, but never was in any ſo continual, obſtinate and cruel, as this was on the ſide of the Engliſh.

three several engagements, between the English, under the chief command of prince Rupert, and the Dutch, under the chief command of De Ruyter.

His design was likewise to sink certain great hulks, filled with a very heavy ballast, in the channel of the river James, at the mouth of it, to render it unnavigable; which project, having been communicated to, and approved of by the prince of Orange, De Ruyter had instructions sent him that end.

He came into the mouth of the river, on the second of May, where he found he had been misinformed, and that one and forty large ships were in readiness to attack him, likewise failed in a design of intercepting our Canary, Bordeaux, and Newcastle fleet, in their passage into the

river and therefore was returned to Shonevelt, on the coast of Zealand, where the confederate fleet fell in with him, on the twenty second of May. They found them so advantageously posted between the banks and shelves, that they could not with any safety, be attacked. However, the English having taken the advantage of a mist, to sound the dep<sup>ar</sup> round about, resolved in a council of war, to attack them, in midst all these disadvantages. Yet being hindered, first by a calm, and afterwards by a storm, they could not engage 'till the eight and twentieth.

The French admiral carried the white flag, as he had done before, as vice admiral; (but now to prevent his leaving us, as he had done in the former fight, his ships were intermixed with the English; and Sir Edward Spragge commanded the Blue squadron, as rear admiral. Their united force consisted of about a hundred and ten ships; of which the French were about a third, and on the other side, the enemy were near a hundred, commanded by De Ruyter, Cornelius Van Tromp, and Banckert.

The count d'Estrees, with the White squadron, having the advantage of the wind, began the fight, with Van Tromp. And it soon became general, being carried on with great obstinacy and fury. Schram, who was vice admiral of Van Tromp's squadron, was killed; as was likewise the admiral Vlag of Banckert's squadron, with several of the captains who commanded under them. The *Golden Lion*, in which Van Tromp himself was, had above a hundred men killed and wounded, and was very much shattered; and in this condition, she was very near being burnt by a fire set upon her by Sir William Reeves. Van Tromp was then obliged to hoist his flag on board the *Prince on Horse*, and her main-mast being shot by the board, he removed to the *Amsterdam*, and afterwards to the *Comet*. Of *Rupert's* squadron, captain Leg boarded and took a Dutch ship called the *Jupiter*; but she was surprized and retai



While the English were busied in rummaging her. At length, the furious attack made by Sir Edward Spragge, seconded by the other squadrons, obliged the Dutch to retreat so far within their sands, that the English and French could not pursue them, especially as it was dark, without the greatest danger, and they were therefore obliged to stand off.

De Ruyter and Van Tromp, in their letters to the States, the former however, with more modesty than the latter, pretended upon supposition and hear-say, that the English lost four or more ships and fireships; but our accounts allow no more than one frigate sunk, and the fireships which were lost in the action. The French who behaved tolerably well, in this day's action, had two men of war sunk. The Dutch in the loss of five or six fireships destroyed by our men of war. The Deventer, one of their men of war, which with several others, was much disabled and towed out of the port, sunk before the Wielings, and most of her men were drowned.

The confederate fleet remained on the coast, without receiving any reinforcement, or being able, on account of a strong easterly wind, to get rid of the incumbrance of their wounded men; the Dutch on the contrary, being on their own coasts, were plentifully supplied with all necessaries, and re-inforced with several men of war, in the room of those which were disabled in the last battle. These circumstances (which the English writers themselves allow) encouraged them, on the 1st of June, the wind having veered about to the North-east, to start a gale, to take that advantage, to leave their lurking-places, and come off to the confederates.

They began to approach them about noon, but the confederates, to gain sea-room, made a shew of retiring towards the English coast; but having gained this point, they tacked about, and about five in the evening, began the battle, in the same order as in the former. De Ruyter seemed at first to enter into a close fight with prince Rupert; but being come al-

most within musket shot, bore away again, which made it be supposed, he had received some considerable damage. In the mean time, Sir Edward Spragge, being engaged with Van Tromp, made so terrible a fire, that he obliged him to bear off: and encountering afterwards with Sweers, vice admiral of Van Tromp's Squadron, he put both him, and his whole division to the flight. Spragge likewise encountered Van Tromp, ship to ship, but at some distance, for want of wind; notwithstanding which he shot down his admiral's flag, and made a terrible slaughter among his men. This brave commander behaved himself upon other occasions, likewise during the engagement, with so much gallantry, and plied his board-sides with so much fury, as well as good management, on the enemy's ships, that whole squadrons fled before him. The fight lasted till ten or eleven at night; at which time the Dutch, tho' they had the weathergage, and could have obliged the confederates to fight the next day, thought fit to retreat, and used their utmost endeavour to reach their own coasts. This retreat their own writers allow, and prize Rupert, in his account of the action, takes notice of the great confusion the whole Dutch fleet was in at that time. And indeed it plainly appears, throughout the whole engagement, that tho' the Dutch came out with a design to fight, they had a great inclination to it; for tho' they had the advantage of the wind, they would never make use of it, to come to a close fight. Rapin for this reason, calls this battle, rather a nonading of about four hours; but he forgets to observe that the confederates, not having the wind, could come no nearer to the Dutch, than they would let them.

The night being closed in before the Dutch began to retreat, with the body of their fleet, the confederates were not sensible of it for some hours; however about two in the morning, they stood after them, and continued the chase, as far as the wind would let them, 'till six, when perceiving they were gotten within the shoals they gave it over,

tered for the English coasts, where they arrived about even.

Because the Dutch did not see the English and French the next morning, they raised an argument from thence, that the English retreated the night before; and Van Tromp, who is never so candid in his relations as De Ruyter, goes far in his letter to the States, to say they chased the English to within five miles of Solebay; than which nothing can be more evidently false. Basnage gives the Dutch no other advantage, than that of having prevented the design of the English, in making a descent on their coasts.

The battle having been fought, as I observed above, at a distance, there were no ships either taken or destroyed, on either side; but many were very much damaged, especially on the side of the Dutch, which obliged them to decline the battle the next day, tho' they had the advantage of the day.

The confederate fleet, having landed their wounded men, and taken in a fresh store of provisions and ammunition, put to sea, on the seventeenth of the same month, (in the presence of the king, who came down the river to see the fleet,) with a body of seven thousand fresh troops, whereof four thousand were distributed on board the men of war. The design was to attempt a descent on the coast of Zealand. They appeared before the Maese, the twenty-third, the next day, were off of Scheveling and Zandvort, and quickly after, before the Texel; from whence they cruised along the whole coast of Holland and Friezland, to the Vly, Ameland, and the western Ems; and in the beginning of August, returned again before the Texel. These various motions of the confederate fleet were a great inconvenience to the Dutch, as they were harassed by their troops, which were obliged to follow them, as by endangering their homeward-bound trade, and particularly a rich East-India fleet, which they were in



expectation of, and of which they took one ship very richly laden.

The Dutch bore with this patiently, near a fortnight, and had the mortification to have not only their harbours blockaded up, but their ships taken in their very fight. At length despair roused their courage, and they resolved, in a council of war, held on board De Ruyter's ship, in the presence of the prince of Orange, to leave their station, and hazard a third engagement, rather than suffer these insults any longer; but tho', pursuant to this resolution, they put to sea on the third of August, it was the tenth before the fleets met; De Ruyter having, by a master-piece of good conduct, passed by the confederates, close under the shoar, in the night, and so got the weathergage of them.

The confederate fleet consisted of ninety men of war, of which the French made one third: the Dutch pretend there were no more than seventy men of war, tho' they own there were a hundred and eighteen sail. The French on account of their good behaviour, in the last engagement, were not allowed to make a separate squadron again, as at the battle of Solebay; but they ill requited the confidence the English put in them; for being attacked by Banckert, after a very short dispute, they stood away to the east-ward, and remained spectators during the whole fight.

While the French were retreating, the fight between Rupert and De Ruyter was very hot, upon which Banckert finding the French would engage no longer, and seeing De Ruyter sorely pressed, bore down with his squadron to his assistance. Upon which the prince, finding himself overpowered with numbers, made a retreating fight of it towards the west-ward.

Van Tromp and Spragge, had in the mean time; been hotly engaged from nine in the morning; the former in the Golden Lion, and the latter in the Royal Prince, fought to ship. Van Tromp, tho' he had the weathergage, did

venture to come to a close fight, or avoided it out of policy; because Spragge, being overcrowded with men, and as he had the smock in his face, not being able to level his cannon so truly as his adversary could, had the disadvantage, by fighting at a distance. After three hours sharp engagement, the Royal Prince was so disabled, that Spragge was obliged to leave her, and go on board the *St. George*; and Van Tromp, about the same time, quitted the *Golden Lion* and hoisted his flag on board the *Comet*. The battle was now renewed between these two great rivals for glory, with equal fury; and their seconds were not behind-hand with them in bravery; among whom the lord Offory, and Sir John Kempthorn, particularly distinguished themselves. The *St. George*, after a sharp dispute, being likewise disabled, by the fall of her main-mast, Sir Edward Spragge went into his barge, with a design to continue the fight, in a third ship; but before he was gotten six boats length, a cannon ball, after it had passed through the sides of the *St. George*, sunk the barge and he was unfortunately drowned, lamented not only by his own nation, but by his enemies, who give him the character of one of the bravest officers, who ever fought under the English flag.

Some of the Dutch writers say, that when he took his leave of the king, he promised his majesty to bring Van Tromp, live or dead, or to perish in the attempt.

We left prince Rupert making a retreating fight before the Ruyter's and Banckert's united squadrons; but the two Dutch admirals perceiving Van Tromp to be in danger, altered their course, and sailed directly to his assistance, as did prince Rupert, immediately afterwards, to second Spragge. They all came up to their respective squadrons, about the time Spragge lost his life; and now the engagement, being again general, was renewed with greater fury than before; the prince sending in two fireships, guarded by captain Leg, upon the enemy, put them into such confusion, that had the French then come in, being as they then were, masters of the

wind, they might easily have ruined the whole Dutch fleet. The fight, however, continued till after sun-set, when darkness and smoke obliged them on all sides to desist; the English having, during all this time, maintained the fight alone (while the French continued to look on at a distance) against the whole Dutch fleet, with such firmness and resolution, that the Dutch own, in all their accounts, they shewed the utmost proofs of valour, and fought like heroes. And though some of them, with their usual vanity, pretend they chased the English, yet neither De Ruyter nor Van Tromp assume to themselves any such honour, in their letters to the States, after the fight, which, if true, they might very well have done without wounding their modesty.

Considering the heat of the action, and the time the engagement lasted, the loss of ships, was inconsiderable; on the English side, no more than the Henrietta yacht, which was sunk. The Dutch own the loss of but three or four fireships; but the English are positive, and the lord Ossory confirms it, in a letter, that the Dutch had two of their largest men of war sunk. To compensate the loss of our brave admiral Spragg, the Dutch lost two of their vice admirals, Sweers and Liefde, and in return of two of our captains, Sir William Reeves and captain Haiman, two (some say three) of their captains, one of whom was De Ruyter's son-in-law, were killed. Of seamen and soldiers, the English, being over-manned in order for a descent, were the greatest losers: but as, in this battle, neither side can, with justice, pretend to a victory, so were the losses on both pretty equal; though rather greater on the Dutch side than on ours.

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account of captain Davis's voyage to the East Indies, in the year one thousand five hundred and ninety eight.

**T**HIS John Davis was a skilful pilot; and as such, went a voyage in 1598 with the Dutch, to the East Indies.

He set sail on the fifth of December, from Cowes, in the Isle of Wight, in the Tyger, of two hundred and forty tons, and a pinnace, called the Tyger's Whelp, was with, and in the service of Sir Edward Michaelbourne. I shall pass by the former part of this voyage as containing nothing worthy of notice.

The eight and twentieth of November, 1605, they came within three leagues of Bantam, where they anchored all night; and thought to have seen the English fleet there; but was gone for England three weeks before.

The company's factor came however on board, and told them, that the company of the Dutch ships, that were in the road, had represented them to the king of Bantam, as thieves and vagabonds, and such as came for nothing but to deceive them, or use such violence, as time would give them an opportunity of executing; and that the English durst not come to the road among them, but kept two or three leagues off, for fear of them.

Sir Edward Michaelbourne, having heard this report, was moved; that he weighed anchor, and sent the Hollanders word he would come and ride close by their sides, and defied the proudest of them all to put out a piece of ordnance against them; and with all, sent 'em word, that if they did go about either to brave or disgrace him, or his countrymen, he would sink them, or sink himself by their sides.

Of these Hollanders, there were five ships, one of seven or eight hundred tons, but the rest were of a much smaller burden. To this message, the Dutch did not think fit to make any answer; but as much as they blustered and bullied before, they were now as quiet as lambs, and hardly appeared out of their ships, as long as the English remained there.

On the seven and twentieth of December, being off of Patihange, a country lying between Patane and Jor, they met a junk full of Japonese, who had been pyrating along the coast of China and Cambaia, but, having lost their ship, were making the best of their way home to Japan in this vessel.

They were about ninety in number, and had all the appearance of persons of some distinction, their pilot only excepted. There past at first some civilities between them, and they visited and made presents one to the other: but six and twenty of the Tyger's men being on board the junk, searching among their rice for hidden commodities of a greater value, the Japonese, who had before concerted their design, sprung upon them, slew the greater part of them, and drove the rest over board.

At the same time they set upon the ship like so many lions, and fought with an incredible fierceness. After some time, the English forced them to retire from the half deck down into the cabin, where they defended themselves with great obstinacy, for four or five hours, setting at last the cabin on fire, and fighting with the flames about the ears.

The English seeing their desperate design of burning themselves with the ship, planted a couple of great guns charged with cross bars, bullets and case-shot, against the cabin, and fired in upon them. These guns did such execution, that of two and twenty only one escaped, the rest being torn and shattered to pieces.

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Thus they freed themselves from this imminent danger, but with the loss of a great number of their men, and of their commander, captain Davis himself.

The fate of the Japonese I have just mentioned was so extraordinary, that I cannot but think a short account of it may be acceptable to the reader.

To avoid the fury of the English cannon, which had so miserably shattered his companions, and the flames of the cannon, which would soon have consumed him, he jumped overboard: but, being near drowned, was taken into the ship again, where he entreated the English to cut him in pieces. They did not think fit to grant him his request. However, instead of it, they ordered him to be hanged, at the yard's end I suppose, but the rope breaking, he fell into the sea, and was away, and as it was believed, reached the shore.

Thus, in the space of a very few hours, he escaped death (one among two and twenty,) by the enemy's shot, he escaped fire and water, he escaped being cut to pieces at his own order, he escaped hanging, and probably drowning, a second time.

The thirtieth of the same month, being at anchor near a small island, they got intelligence of a Chinese fleet being expected there; and this was just what they wanted.

The second of January 1606, they saw two sail making towards them, which, as they afterwards found, were part of the Chinese fleet. These they boarded, after a short dispute, and brought them to an anchor. They found silks, raw silk, and about fifty ton of China ware on board; but, as they hoped to get their ship to better advantage, out of the ships which were still behind, they discharged them, taking little or nothing out of them. Soon after they received intelligence from some Dutch ships, that the English merchants at Bantam were in great danger, on account of their taking the Chinese ships, which put them from their design on the fleet, postulating their private interest, not to bring any disaster upon



their countrymen. They therefore directed their course homewards, and arrived at Portsmouth road, the nineteenth day of July.



*A sea fight between the Dolphin of London, and five Turkish men of war, and a Sattie, manned with upwards of fifty hundred men.*

TWO accounts of this memorable and gallant action have come to my hands; one, a pamphlet, published by appointment of the master of the ship Dolphin himself, in the year 1617, and by him dedicated to prince Henry; and the other in Taylor, the water poet. They seem to have been printed both from the same copy, tho' there be here and there a small difference in them, which when it is in a thing material, I shall observe. I have kept almost every where to the relater's own stile and words, altering only the orthography, and a few expressions, which are now quite out of use.

Having (says my author) finished our business at Zant, we departed thence towards the latter end of the year 1616, being bound with our loading for England. Our ship was named the Dolphin of London, of the burthen of two hundred and twenty tuns, or thereabouts; having in her about sixteen cast pieces of ordnance, and five murtherers, manned with six and thirty men, and two boys. The master of her was Mr. Edward Nichols, a man of great skill, courage, industry, and proved experience, who making for England, we got out of the island, the first of January, 1617, the wind being north and by east, with a prosperous gale, by the eighth, in the morning, we had sight of the island of Sardinia.

The wind being then come westerly, the ninth in the morning, we stood in for Callery; and, at noon, the

being southerly, we came close by two little watch towers, who shot two shot at us, to give warning, that they would speak to us : but the approaching night would not permit. If we could have sent ashore to them their intention was, as we heard afterwards, to have informed us of the Turkish men of war, which we afterwards met withal, to our cost and peril, as well as theirs, for these towers were not above two leagues from the place where we made our fight. This night, the wind growing calm, we sailed towards Cape Pola. The tenth, we had very little wind, or none at all, till it was two o'clock in the afternoon, which drove us above three leagues eastward from the Cape ; here we espied a fleet of ships upon the main of Sardinia near unto the road called Gallery, belonging to the king of Spain.

The twelfth of January, in the morning watch, about four o'clock, we had sight of a sail making from the shore towards us, which put into our minds some doubt and fear, and coming near unto us, we discovered her to be a Sattie, which is a ship much like unto an Argosy, of a very great burthen and bigness. She stood in to get between the shore and us, which perceiving we imagined some more ships not to be far off, whereupon our master sent one of our company up into the main-top, who discovered five sail of ships one after another coming up before the wind, which was then at west south west.

With his perspective glass, he perceived them to be Turkish men of war, the first of them booming by himself, before the wind, with his flag in the main-top, and all his sails gallantly displayed ; after him came the admiral and the vice admiral, of greater burden than the first, and after him two more, the rear admiral, larger than all the rest, and his companion.

They seemed all prepared for any desperate assault, whereupon we immediately made ready our ordnance and small shot, and with no little resolution prepared ourselves to withstand

them. This being done, we went to prayers, and then to dinner, where our master gave us such noble encouragement, that our hearts even thirsted to prove the success, and being in readiness for the fight, our master went upon the poop, and spake to us in the following manner.

Countrymen and fellows, you see into what an exigency it has pleased God to suffer us to fall: let us remember that we are but men, and must of necessity die; when, where, and how, is alone in God's knowledge and appointment; but if it be his pleasure that this must be the last of our days, his will be done, and let us for his glory, our soul's welfare, our country's honour, and the credit of ourselves, fight it valiantly to the last gasp. Let us prefer a noble death before a slavish life; and if we die, let us die to gain a better life. For my part, I will see if we escape this danger, that, if any be hurt and maimed in the fight they shall be certainly provided for for their health and maintenance, as long as they live. Be therefore resolute, stand to it, here is no shrinking. We must be either men or slaves. Die with me, or if you will not, by God's grace, I will die with you.

This done, he waved his sword three times, shaking it with such dauntless courage, as if he had already won the victory. Hereupon we seconded him with like forwardness, and he causing his trumpets to sound gaye unto us much more encouragement than before, and being within shot of them, our master commanded his gunner to make his level, and to shoot so he did, but missed them all. At this, the foremost of them bore up apace, for he had the wind of us, and returned worse than we sent, for their first shot killed one of our men.

Then ensued, for a great space, a most fierce encounter betwixt us, and they having the advantage of us, by reason of the wind, by about eleven or twelve o'clock they had torn our ship in such a manner, that we used our guns clear of the ports, they having left us no ports on the quarters, but all open. We were however, not in their debt, for we had

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not left them one man alive from their main-mast forward; besides, we dismounted their ordnance, and tore them so near the water, that their chief commanders were forced, with their cutlances to beat their own men, and to drive them to their duty. By this time they laid us aboard, with one of their ships, which was of 200 tons or thereabouts, and had in her 35 pieces of ordnance, and about 250 men.

The captain thereof was one Walsingham, who seemed by his name to be, as he was afterwards found, an Englishman, and admiral of the fleet; for so it signified by the flag in his main-top. Having, as I said, boarded our ship, he entered on the larboard quarter, his men armed, some with sabres, that we called fauchions, some with hatchets, and some with half-pikes, where they stay'd half an hour or thereabouts, tearing up our nail boards upon the poop, and the trap hatch; but we having a murtherer in the round house, kept the larboard side clear, whilst our men, with the other ordnance and muskets, and a murtherer in our trap hatch played upon their ship; yet, for all this they plied our gallery with small shot, in such sort, that we stood in great danger to yield.

At the last, we shot them quite thro' and thro', and they likewise; but they being afraid they should have been sunk by us, bore ahead of our ship, and as they passed along, we gave them a broad side, that they were forced to lay by the lee, and to stop their leaks. This fight continued two hours by our glafs, and better, and so near the shore, that the dwellers thereupon saw all the beginning and ending, and what danger we stood in: for upon the shore stood a little house, wherein was likewise turned a glafs all the time, during the fight, which measured the hours as they passed; and this was Walsingham's part of the fight.

The next fight was with one captain Kelley's ship, which came likewise up with his flag in the main-top, and another ship with his flag in the fore-top, which ships were at least three hundred ton apiece, and had in each of them eight and

twenty or thirty pieces of ordnance, and about two hundred and fifty men. They laid us aboard, one on the starboard quarter, and the other on the larboard, where entering our ship thick and threefold, with their scimiters, hatchets, half-pikes, and other weapons, put us in great danger, both of the loss of our ship and our lives; for they performed much manhood and many dangerous hazards. Amongst these there was one of their company that desperately went up into our main-top, to fetch down our flag, which being spied by the steward of our ship, he presently shot him with his musquet, that he fell upon our deck, and was presently cast into the sea, leaving the flag behind him.

Thus these two ships fought with us with great resolution, playing upon us with their ordnance, and small shot, for the space of an hour and a half, of whom we received some hurt, and likewise they of us; but when they saw they could not prevail, or any way make us yield, they bore up and passed from us, to lay the ships by the lee to stop their leaks, for we had grievously torn and battered them with our great ordnance; and this was the second attempt they made upon us.

Now for the third, there came two more of captain Kelsey's ships, of two hundred and fifty tons apiece, each of them had two and twenty pieces of ordnance, and at the least two hundred men, all well provided as might be, which was, as we thought, too great a number for us, being so few in our ship; but God, that was our friend, gave us such strength and success, that they little prevailed against us; for at their first coming up, notwithstanding all their multitude of men, we shot one of them quite thro' and thro', and laid him likewise by the lee, as we had done the others before. But the other ship remaining, laid us aboard on the starboard side, and in that quarter they entered our ship, with their scimiters, fauchions, half-pikes, and other weapons, running to and fro upon the deck, crying still in the Turkish tongue, yield you

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ſelves, yield yourſelves, promiſing we ſhould be well uſed, and have one third part of our goods delivered back again, with ſuch like fair promiſes.

At this one of our company told the maſter of the large offer the Turks made, perſuading him to yield; but the maſter replied; *Away, villain, I will never give them part or quarter, whilſt I have any quarters to my body.* Whereupon he, giving no ear to them, ſtood ſtiſly in our defence, chuſing rather to die, than to yield, as it is ſtill the nature and condition of all Engliſhmen, and being thus reſolved, ſome of our men played the ordnance againſt them, ſome played with the ſmall ſhot, ſome fought with other weapons, as ſwords, half-pikes, and ſuch like.

In the miſt of this ſkirmiſh it ſo happened, by ill chance, that our ſhip was fired, and in great danger to be loſt and caſt away, had not the Lord in his mercy preſerved us, and ſent us means happily to quench it: but now mark the accident; the fire being perceived by our enemies to burn outrageouſly, and thinking that our ſhip would have been ſuddenly conſumed to the water, they left us to our fortunes, falling aſtern from us, and ſo we put to the ſhore, under the little houſe, for ſome ſuccour. Here we let an anchor fall, intending to lie there all night; which we had no ſooner done, but we ſaw another ſhip bear upon us, whereupon we were ſore frightened, and ſo forced to let our anchor ſlip, and ſet ſail to get better ſuccour, the enemy, at the ſame time, being weary of our company, hoiſting out their boats to ſtop their leaks. We for our parts put into the road between the two little ſorts, where we lay five days, mending the bruises and leaks of our ſhip. The loſſes we received in the foreſaid fights were ſix men and one boy, which were killed outright, and there were hurt eight men and one boy more; but the Lord knows what damage we put them to, and what number we ſlew in their ſhips.

The maſter of our ſhip being at the helm, was ſhot twice



betwixt the legs: and the surgeon dressing the wounds of one of our men, a ball of wild-fire fell into his basin, which he suddenly cast into the sea, otherwise it had greatly endangered us. The Turks were aboard and sounded their trumpets, notwithstanding which, our men assaulted them so fiercely, that they forced them off, and the boatswain, (seeing them fly) most undauntedly, with a whistle, dared them to the skirmish, if so they durst. The captains of three of their ships were Englishmen, who took part with the Turks, thus to rob and spoil upon the ocean; their names were Walsingham, Kelley, and Sampson. Upon the thirteenth of January there came aboard certain Spaniards, in the morning betimes, to witness what hurts we had received, who seeing some of our men dead, went ashore with us, and shewed us where we might bury them: but as we were busy in making their graves, and covering the bodies with earth, there came sailing by a Flemish ship of twelve score tons, which had in her about five or six thousand pounds. She had been chased by those men of war that had fought with us before, and therefore, they brought in a long boat all the money to the shore, and left in the ship only a few men and boys: who afterwards, within two days, brought the said ship into the road, not any thing at all endangered. God be praised.

Upon the fifteenth of the same month, when we came from the burying of our men, and had rested ourselves in our ship about two or three hours, as God would have it, the wind began to blow a strong gale, and by little and little grew to a terrible tempest, thro' which, from Sunday night till Friday in the evening, we lay in such extremity of weather, as wind, rain, lightning and thunder, that we thought we should never have got clear from the road where we lay. During this storm and tempest, there died one of our men, that had been hurt in the fight, whose body we cast over-board into the sea, without any other burial, and so when the wind

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and sea was a little calmed, we set up sail and came forward.

Within three days we buried three men more in the sea, and the same afternoon we arrived in the road of Callery, and lay at anchor, where again searching our ship, we found it rent and torn in four several places; one in the gun-room, another between the decks, the third in the sketeridge, and the fourth in the master's round house, so in Callery we mended our ship, and hired certain men there to help us to stop her leaks. Having all things most fitting for our voyage homewards, upon the thirtieth of January we committed our fortune again into the sea, and so leaving Callery, we came forward with a Frenchman, who was bound to a place called Orasone, about thirty leagues from Callery, where after two days we left his company, being the first of February, and after that putting forwards, still towards England, we arrived safe in the Thames.

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*An engagement, between the English admirals Monk and Deane, assisted by vice admiral Penne, and rear admiral Lawson, with the Dutch admirals Van Tromp, De Ruyter, De Witte and Evertzen.*

THE Dutch, finding their hopes of a peace frustrated, omitted nothing to put themselves in a condition to carry on a war. And that nothing might be wanting in their fleet, they strictly examined the conduct of their sea officers, rewarding some and punishing others, and then making choice of such as they thought they could best depend on. The English, on the other side, were not idle; but a fleet of near hundred sail of stout ships, under the command of the admirals Monk and Deane, in joint commission, assisted by vice admiral Penne and Mr. Lawson, now made a rear admiral,

having been fitted out, they were sent over to look out for the enemy, on their own coasts. The Dutch were not yet ready; but lay dispersed in their several harbours, upon which the English ravaged their coasts, took a great number of prizes, and returned.

Van Tromp, in the mean time, getting out of the Texel, convoyed a great fleet of merchant ships north about; whether he was pursued by the English fleet as far as the height of Aberdeen; but escaping, returned and joined the other squadrons, which now made together a fleet of an hundred and four (Whitlock says a hundred and twenty) sail, commanded by Van Tromp, De Ruyter, De Witte, and Evertzen.

The first of June, while the English fleet was lying at anchor in Yarmouth road, there was advice brought, that the Dutch fleet had been seen upon the coast, upon which orders were immediately given for weighing, and going in search of the enemy. On the third, they met, and being on both sides eager for an engagement, the fight began about eleven of the clock, off the south point of the Gower. The English Blue squadron charging thro' the enemy, De Ruyter's division suffered much, and himself was in the greatest danger of being taken or sunk by Lawson, till relieved by Tromp: but Lawson soon after sunk one of their men of war, of two and forty guns, commanded by captain Butler.

In the beginning of the action, the English admiral Deane was unfortunately killed by a cannon ball, which took him off in the middle; but Monk, who was in the same ship, covering his body with his cloak, and encouraging his men, the battle continued with equal fury, on both sides, till about three in the afternoon, when the enemy began to sheer off and maintain a sort of a running fight, which lasted till nine in the evening; about which time, one of the Dutch men of war, commanded by Cornelius Ven Velsen, blew up.

The Dutch retreating towards the coast of Flanders, the fight was renewed, the next day, about noon, off of Newport

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with greater fury than the day before, and lasted four hours, Mr. Secretary Burchett says, till ten at night.) Admiral Blake, who had joined the fleet the night before, with eighteen fire-ships, had his share in the honour of this second victory. During the engagement, Van Tromp having boarded vice admiral Penne was beaten off; and being boarded in his turn, was forced to blow up his deck, of which the English had made themselves masters: but being again entered by Penne, and another at once, he would have been in extreme danger of being taken or burnt, if he had not been relieved, in the very crisis, by de Witte and De Ruyter. The enemy was, at length, so hotly pressed on every side, that they fell into the utmost disorder, and being entirely routed, were glad to save themselves by flight among the flats, near Newport, from whence they afterwards got into Zealand.

Six of the enemy's best ships were sunk, two blown up, and seven ships and two hoys taken, with thirteen (some say fifteen) hundred and fifty prisoners taken, six of them captains note.

Notwithstanding all the pains the Dutch were at, to conceal or extenuate their losses (as among other instances, the showing of the loss of but seven or eight ships, in these two actions in one), yet they appeared evidently enough to the eyes of the whole world, even by the complaints and remonstrances of their own admirals. Van Tromp made no scruple of declaring, before the States of Flushing, *That without considerable reinforcement of large men of war they could do no farther service.* And De Witte is reported to have gone a step farther, and with his accustomed heat to have said, in the presence of the States: *Why should I hold my tongue? I will not in the presence of my lords and masters, I may, sure, say, I will say it; the English are our masters; and of course are masters of the sea.*

The loss of the English was greatest in their general Deane, there was besides him but one captain, and about two hundred,

Whitlock says, but one hundred six and twenty seamen killed. The number of the wounded was not much greater, nor did they lose one ship, nor were so disabled, but that they followed the Dutch to the coast of Holland, blocked them up in their own harbours, and took all such ships as came bound for these parts.

Whitlock says, that the seventh of June, intelligence came that about twenty of the Dutch fleet were taken, burnt and sunk, three fireships taken, one vice admiral and two rear admirals, one rear admiral towed by the Entrance, tho' bigger than herself, having fourteen guns on a tier, and being of twelve hundred tons.

The same author, in his Memorandum of the eleventh of June, says, that captain Williams commander of a privateer had brought three prizes into Pendennis, whereof one had store of money; but, continues he, the mariners took care should not be known how much; and of the thirteen that eight men of war, of the English fleet, had brought to Leith road twenty small Dutch vessels, busses, and other prizes.

After this defeat, the States continued their private overtures of peace to Cromwell, who had now, as we have seen, got rid of his parliament, and managed all affairs himself. They were received very loftily by Cromwell, and with some reprehension for their want of wariness, in entering into an unequal contention, yet he declared a gracious inclination to a treaty. The Dutch, at the same time, used however their utmost diligence in fitting out a strong fleet, and the States promised great and ample rewards to those who should contribute towards it, by repairing to their service, in order to recover, if possible, their lost reputation, by another battle.

These rewards were: for boarding and taking a chief admiral of the English; the ship and all her equipage, and ten thousand guilders; for other admirals, the ship, &c. and five thousand guilders; and for private ships, the ship, &c.

four thousand guilders. For a flag taken down from a chief admiral's main mast, a thousand guilders; for those of other admirals five hundred each; a flag of a foremast or poop, three hundred and fifty; and for one of less consideration, fifty guilders.

By the latter end of July, Van Tromp put to sea, with ninety-five ships from Zealand, being soon after joined by De Witte, with five and twenty more from the Texel.

Between the latter end of June, and the latter end of July, great many prizes were taken by the English.

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*The fight between the English, under the admirals Monk, Penne and Lawson, and the Dutch, under the command of Van Tromp and De Witte, with the death of Van Tromp.*

THEY had not been long at sea, before one of the most fierce and bloody actions ensued, that had been fought in this war.

Mr. Secretary Burchett says, that Monk having observed that war was very tedious and burdensome to the nation, and that the taking of ships in a fight always weakened the fleet, sending other ships with them, he, to make short work of it, gave orders, that his captains should neither give nor take quarter. So that, in a few hours, the air was filled with the fragments of ships blown up, and human bodies, and the sea was covered with the blood of the slain and wounded.

I shall give the readers an account of it, from Whitlock, which is the most particular I find, adding such notes from other authors as I shall think proper.

On the nine and twentieth of July, about nine in the morning, having weighed anchor the night before, the Dutch fleet was discovered by our scouts a-head, coming from Weilings,



consisting of ninety-seven ships, or thereabouts, whereof ninety were men of war; whereupon the English made sail after them, fitting their ships, in the mean time, for an engagement. The enemy tacked about, and stood off from the English, as soon as they perceived what they were; so that it was five o'clock in the evening before any of our frigates could come up with them to engage them, which they then did.

This forced the Dutch to make a halt, upon which, about seven o'clock in the evening, the Resolution, (on board which was admiral Monk) with as many ships and frigates made up thirty sail, engaged them, the rest being a-stern could not get up; however, they fell to work, and continued fighting till night parted them, which was about nine o'clock. In this fight the mizzen-throwls of the Resolution were fired, but were quickly put out again by the courage and activity of captain Joseph Taylor.

After which, it being dark, all hands were at work, to bring some new sails to the yards, and mend the rigging, in which the English had suffered very much in so short a time. Seventeen were killed outright, and five and twenty wounded, of whom fourteen dangerously.

The next day, little was done, as to any engagement, the fleets finding work enough to get off from a lee-shore, the wind blowing hard, with thick and dirty weather.

The next morning, being fair, and little wind, both fleets prepared for a new engagement. The Dutch bore in upon the English, having the wind of them. About seven in the morning their great ships from the Texel, being five and twenty in number, joined them, and then the fight began very hot, and continued so till one in the afternoon; the English having the wind all the while, whereby they had the opportunity of taking all advantages.

Yet, by this time, they began to bear away, making the sail they could, with the remainder of the fleet, leaving not above sixty left of all their fleet.

As far as can be discerned, there cannot be less than thirty  
 forty sunk, taken and destroyed: The pursuit is conti-  
 ned, some of the best sailing English frigates being almost  
 with them.

The enemy had nine flag-ships when the fight began, of  
 which but one is left; some are known to be sunk.

In this engagement the English had but two ships fired by  
 the Dutch; the Oak, one of them, had most of her men saved;  
 of the other none escaped. The Worcester took the Gar-  
 and, a ship taken by the Dutch in a former engagement, but  
 they were obliged to set fire to her. Tromp's flag was shot  
 down in the morning, and could not be made to stand all the  
 day after.

During the fight, the Victory, commanded by captain Lane,  
 was hard beset by one of the Dutch admirals, and two other  
 men of war, but made her party good: Another Dutch vice  
 admiral, mistaking the condition of the English ship, as well  
 as the resolution of her captain, officiously came up, and of-  
 fered him quarter, if he would yield; but he not taking the  
 compliment as the Dutchman meant it, returned it with a  
 broad-side, which immediately sunk him.

The above circumstances were confirmed in a few days,  
 with the particular advice that the Dutch had thirty (some  
 counts say three and thirty, and my lord Clarendon says  
 between twenty and thirty) men of war sunk, and a thousand  
 prisoners taken, among whom was vice admiral Evertzen, one  
 of their most valiant and best seamen. Van Tromp, with  
 many others of note were killed.

Notwithstanding the orders given by Monk, the prisoners  
 (says Mr. Secretary Burchett) were compassionately taken up  
 as they were swimming in the sea.

The English had two hundred and fifty men slain, (Mr. Se-  
 cretary Burchett says four hundred) and seven hundred wound-  
 ed (Mr. Burchett, by mistake says seven thousand). Captains on  
 the English side slain, were Grave, Cox, Chapman and Pea-

cock; (Mr. Burchett, without naming them, says eight captains killed). And captains wounded were Stokes, Seaman Rouse, Holland and Cubit; The enemy's, whose loss was supposed (and they afterwards owned it) to be about six thousand men; and they confessed that they had lost seven and twenty ships.

The Dutch, after this loss, ordered that three of their States should go on board their fleet, to assist their officers with advice.

Vice-admiral Lawfon, who continued on the coast with about fifty ships, took about twenty Dutch vessels, and soon after about eighteen more fell into his hands; some frigates and some buccaners, which he sent into Yarmouth.

Soon after five and thirty Dutch prizes more were sent to Yarmouth, and thereabouts, laden with French wine, and other commodities.

I must not conclude the Naval Transactions of this year without mentioning a brave action or two, tho' of less importance.

In October, captain Hayton, in the Sapphire, came upon eight French men of war, and shot twice at their admiral's flag, who in return gave him a broad-side. He endeavoured to board the admiral, but she got away; and then Hayton, fighting between their admiral and vice-admiral, he fired both at them: The vice admiral called for quarter, and the admiral run for it. He took the vice-admiral, and afterwards another of them in chase; in the conclusion he took the admiral likewise, and killed many of their men, with the loss only of four of his men killed, and a few wounded. This action was followed by the taking of several more Dutch and French prizes.

Captain Welch, commander of a privateer, took a Dutch packet-boat, and next day a Dutch ship of three hundred tons, laden with iron, shot, guns and copper, and two more



ships of three hundred tons each, laden with clap-board, and Dutch bufs laden with herrings.

Captain Darcy, in a small vessel with twelve men only, attempted a Dutch frigate, called the Hart, of fifty men; but one of his men forsaking him, his brave design miscarried, and being overpowered, after he had with five or six of his men, killed and wounded sixteen of the enemy, and driven the captain over-board, was taken; and tho' he had quarter for several hours, the captain, who was got into his ship again, basely shot him in cool blood, run his sword through him three or four times, then cut him in pieces, and pulled out his heart. Two prizes were brought into Portsmouth by captain Humbley, and another by captain Hawks.

Captain Sparling, and another of the parliament's frigates, took a ship with twelve hundred thousand pieces of eight in her, she pretended to be an Ostender.

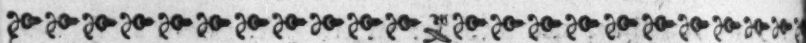
In November, thirteen Dutch and French prizes were brought into Plymouth, most of which pretended to be Hamburghers.

In December several more French and Dutch prizes were brought into Plymouth, and other ports.

The Dutch had now suffered so extremely, that they gladly sued again for peace, and, after having spent the best part of the winter in the negotiation, were willing to accept of it on Cromwell's own terms; accordingly it was signed in April following.

Thus (says the author of the *Columna Rostrata*) ended the most vigorous war that ever was maintained at sea. It was begun and finished in the short space of one year and eleven months; yet, in that time, the English took no less than seven hundred prizes, valued by the Dutch themselves at sixty millions of guilders, or near six millions sterling. On the contrary, those taken by the Dutch did not amount to the fourth part, either in number or value. Within that time the English were victorious in no less than five general fights,

some of which lasted several days; whereas the Dutch cannot justly boast of having gained one: For the action between De Ruyter and Ascough, in which they pretended to some advantage, was no general fight; and the advantage gained by Van Tromp in the Downs is owned to have been gained but over a part of the English fleet. This short war reduced the Dutch to greater extremities than the long war of eighty years had done, against the crown of Spain. And one of their own authors allows, that in this short war, and in the time of the northern troubles which followed, between the crowns of Sweden and Denmark, his countrymen had lost more than they had gained in twenty years before.



*Sir Hovenden Walker's expedition to the West-Indies.*

**S**IR Hovenden Walker, being again appointed, notwithstanding the ill success of his expedition to Canada, to command a squadron designed for the West-Indies. This squadron consisted of one third-rate, two fourth-rates, three fifth-rates, and a sixth-rate. He arrived off Plymouth, the next day, having about a hundred merchant ships in his convoy; and, the day following, the South-Sea-Castle, captain Temple, chased and took a privateer of fourteen guns, and a hundred men. Sir Hovenden set sail the eight and twentieth of April from St. Helen's, and arrived at the Maderas the twentieth of May. He had then with him the Monmouth, August, Centurion, Scarborough, Roebuck and Joley, together with the Woolwich, Swallow and Lyme, being convoy to the Barbadoes trade, having parted with the Litchfield and South-Sea-Castle, and the trade bound to Portugal, fourteen leagues from cape Finisterre, which then bore S. E. and S. S. E. The four and twentieth of June, he arrived at Antego where he found the Diamond and Experiment, two fifth-rate

which had taken a considerable prize. The sixth of July, he arrived at Jamaica, where commodore Littleton (who some time after departed with the *Defiance* and the trade for England) gave him an account how the ships, which had been under his command, were disposed of in several cruising stations; And here Sir Hovenden was likewise informed, that captain Mabbot of the *Mary-galley*, and captain Ryddel, of the *Falmouth*, had met with two French ships, on the coast of Guinea, which, after a sharp engagement, escaped out of their hands, captain Mabbot, with his lieutenant and master, being killed in the action. Here he likewise had afterwards notice, that the *fiar bomb-vessel* was lost upon the island of Heneago. The fifteenth, the *Salisbury* and the *Defiance* came in with a prize, and the *Salisbury-Prize* with another. The first they took out of the harbour of Santa Martha, where the French had sunk her, by boring a hole in her bottom: She was loaden with bale-goods.

The fourth of August, the *Weymouth*, and the *Trial-sloop*, came in from the bay of Campeche, and brought with them a French ship, which the latter had taken in their passage, in the latitude of eight and twenty degrees. The prisoners taken in this ship gave an account, that soon after Sir Hovenden Walker sailed from Antegoa, Mons. Caffard, with eight men of war, and seventeen or eighteen sloops, with about five thousand men, had taken that island and Montferat, that they had been at, and plundered St. Jago, one of the Cape Verd islands, and had attempted the Dutch settlements at Surinam, but were repulsed. This, indeed, was only the report of French prisoners, but it afterwards appeared, in part, true; for tho' they had attempted Antegoa in vain, they had plundered Montferat, and then quitted it, upon the approach of the English men of war, with some precipitation, had taken St. Jago, and attacked Surinam, without success. Some accounts say, likewise, they did great damage on the islands of Mevis and St. Christopher's. According to all appearances, they designed



a second attempt on Antegoa, and the ships that were stationed in those parts omitted nothing that could contribute to a vigorous defence of it: After which, they went even in search of the enemy; but all farther action, on either side, was prevented, by the arrival of the queen's proclamation for a cessation of arms. It has been observed, that Mons. Caffard's invasion of Montserrat, happened near two months after the duke of Ormond's having refused to join in action with prince Eugene, against the French; and was therefore thought impolitic, if not ungrateful, to a nation to which they were at that time so much obliged; but the court of France thought fit, it seems, to disown it, upon complaint made; tho' I do not find that any satisfaction was ever made, or that Mons. Caffard was ever questioned or blamed on that account. The day before, captain Thomson, of the *August*, had sent in a prize which he had taken. The nine and twentieth, there happened a very terrible hurricane at Jamaica, which did considerable damage both to the shipping and houses. Most of the men of war, if not all, were either driven on shore, lost their masts, or were otherwise disabled; but I do not find that any were lost.

Nothing of moment happened after this, at Jamaica, till the proclamation for a cessation of arms, was likewise brought into those parts; upon which, Sir Hovenden Walker, having received orders from the lords of the admiralty to repair homewards, departed accordingly, and arrived off of Dover the six and twentieth of May, 1713.



*The expedition of the ships called the Duke and Dutchess to the South-Sea, and round the globe.*

THE adventurers for this expedition fitted out two vessels called the *Duke* and the *Dutchess*, the former of thirty

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guns, and a hundred and seventy men, under the command of captain Woodes Rogers, and captain Stephen Courtney. They sailed from Bristol the first of August, 1708, with commissions from prince George of Denmark. They took with them the noted captain Dampier, whose celebrated voyages, in the South Sea, and round the globe, had qualified him to assist as a pilot. And, the twentieth of April, 1709, after having taken several considerable prizes, they landed on the island of Puna, in the South-Sea, near the main-land of Peru, made themselves masters of the town, and seized the governor of the island. The eighteenth of September, they took a small Spanish vessel, bound from Tenerif to Fuerteventura, with several passengers, and sundry sorts of goods: but, the twenty-second, dismissed the prisoners at Oratavia, and sold the ship to an English merchant, for four hundred and fifty dollars. The fourth of March, 1709, they took a small prize, off of the island of Lobos, which had nothing on board but about fifty pounds in money. The six and twentieth they took another small prize, which had nothing on board but timber, and a few cocoa nuts. The second of April, they took a large prize of four hundred tuns, from Panama. She had sixty negroes on board, besides several passengers, and a loading of dry goods. The next day, they took another small vessel, laden with timber, from Guayaquil, having, besides, about the value of ninety or a hundred pounds in plate and money. The fifteenth, they took another French built prize, called, when the French had her, *La Lune d'Or*, (the Golden Moon.) She had seventy negroes, and a great number of passengers on board, was of about two hundred and seventy tuns, and laden with bale goods, besides a considerable quantity of pearls. The next day, they took a small bark laden with hides and flour. They then attempted the town of Guayaquil, on the coast of Peru, which they took and plundered. It consists of five hundred houses, with three churches, and was defended by a considerable body of Spaniards. The town, after it was

plundered, was ransomed (together with two new ships, of four hundred tuns each, and six barks, which were seized in the river) for thirty thousand dollars.

Going farther up the river, they seized some plate, and other things of value, which they found, partly in some canoes, which were retiring up into the country, and partly in the houses along the river side. Sailing from thence, they took two more prizes, and landing afterwards on the continent, they plundered a Spanish village. One they took the fifth of June: She was of about eighty tuns, bound from Panama for Guayaquil, with iron, cloth, &c. The governor of Baldivia, with some other passengers of note, were in this ship, with their negroes, in all to the number of eighty. The other was taken the eighth of the same month, being a bark of about fifty tuns; they found in her, in gold chains and money, to the value of about five or six hundred pounds. At this time, the money and prize goods, belonging to the owners of the privateers, were computed to amount to eighty thousand pounds. They carried on board, from this village, seven bullocks, fourteen hogs, some goats, fowls, wheat, and other provisions; as likewise, some money, and they sold some of their negroes.

Off of Puerto Seguro, they met, the twenty-second of December, a ship belonging to Acapulco, which after an engagement of half an hour they took. She was of four hundred and fifty (captain Cooke says about four hundred) tuns, carrying twenty guns, and as many brass pattereroes, with one hundred and ninety three men, twenty of whom were killed in the action. She came from Manila, bound home with East-India goods. Her cargo, according to the report of the prisoners, amounted to, in India, two millions of dollars. They afterwards met and attacked the greater Acapulco ship; but were obliged to leave her, after having engaged her two days successively, and both done and suffered considerable damage. She was a very strong new ship, of above nine hundred tuns



burden, mounted with forty guns, (and would mount sixty) and the same number of brass pattereroes, and manned with six hundred seamen, near a fourth part of which, were English, Irish, and other Europeans. The prisoners taken in the other ship assured them, if they boarded them with five hundred men, they would lose them all: for they were provided with false decks, and, having notice of their lying in wait for them, they had so provided for their security, that they would find it impossible to take her, with their force.

They, hereupon, resolved to return home, by the way of the East-Indies, with the lesser Manila ship, of which captain Dover, second captain of the Duke, was made commander. They happily arrived in the Downs, with all the three ships, the second of October, 1711, after having sailed round the globe, in three years and two months. In this voyage, they took two Spanish towns and twenty prizes, ships, and barks; of which, however, they only brought home the Acapulco ship, having either sold, ransomed, or thrown off the rest. Captain Cooke gives us a very particular account of the prize goods, too long to be inserted here.



*Sir John Norris's proceedings in the Mediterranean.*

SIR John Norris sailed from Plymouth, the twelfth of January, and arrived at Port Mahon the thirteenth of March, where he joined Sir Edward Whitaker, and the Dutch rear admiral Somersdyke; and from thence he sent three English and two Dutch ships to Barcelona, with the public money, recruits, &c. And four third rates, which were in the worst condition to remain abroad, he sent home. While he was at Port Mahon, he received advice, that the Pembroke, of sixty four guns, and the Falcon of thirty two,

had been taken by three French men of war of seventy, sixty, and fifty four guns.

They defended themselves bravely, and did not surrender, 'till captain Rumsey, of the Pembroke, was killed, a hundred and forty of her men killed and wounded, her mizzen-mast shot by the board, and all her rigging torn to pieces, and captain Constable of the Falcon wounded in the right shoulder, (yet did not leave his post) a great number of her men killed and maimed, and the ship very much disabled.

And that two of our men of war, the Warspight, captain Crow, and the Breda, captain Long, had taken a French man of war, called the Moor.

The Breda first came up, and had a short, but warm dispute with her, in which her commander was killed; but as soon as the Warspight came up close under her quarter, and was ready to board her, she struck.

The seventh of April, Sir John sailed from Port Mahon, and the eleventh, arrived at Barcelona. Little was done, except carrying the viceroy to Sardinia, and appointing ships to several stations, to protect the trade, and cruise upon the enemy, till the first of June, when Sir John set sail, with four English and six Dutch ships, and two imperial regiments, to hinder the descent intended by the enemy on the island of Sardinia. The second, they came before Bastia in Corsica, where a little French ship coming from the Archipelago, upon the approach of our fleet, retired under the cannon of that place. The admiral sent in some boats, which brought her off, but the men escaped. The fifth, they came into the bay of Terra Nova, in Sardinia, where they took four of the enemy's Tartans; these Tartans had landed four hundred men and sixty officers, under the command of the count de Castillo, who had taken the town of Terra Nova; but upon landing some troops, under general Brown, they all surrendered at discretion, together with several persons of quality, natives of the place.

And having succeeded here, to their wish, and finding no farther danger of a rebellion on that side, the troops they had landed were re-embarked, the seventh.

The admiral now resolved to go in quest of the duke of Tursis, who he was informed, was gone into another gulph, on the other side the island, to land the rest of his forces. The eighth, they got into the canal of Bonifacio; but the duke was sailed, the night before, from thence, and was retired into the gulph of Ajazzo, in Corsica, whither they followed him. They got into that gulph, the next day; but found he had again given them the slip, and was retired, with his gallies. He left, however eight large barks, with five or six hundred soldiers on board, and the greatest part of his ammunition, artillery and provisions; the men got on shore and escaped; but all the rest fell into the hands of our squadron.

The duke imagined, as Corsica was subject to the Genoese, a neutral state, our ships would not, as they termed it, have violated the laws of nations; but he did not consider, that the Genoese were the aggressors, in suffering this armament to be made in their dominions, and him their subject, to command it.

The design of the enemy being thus defeated, the fleet set sail again for Barcelona, where they arrived the eighteenth. The next enterprize was by particular order from England, on the town of Cette, on the coast of Languedoc. The fleet departed from Barcelona, on this undertaking, the ninth of July, and arrived on that coast the thirteenth. They soon made themselves masters of the town and fort of Cette, and those of Agde; but were obliged to abandon them again, in a few days.

The troops, being about seven hundred men, besides some marines, were put on shore, the day of their arrival, and the next morning, by break of day, marched towards the town, while some ships were appointed to batter the fort at the



molehead, upon which the town, after a very small firing, surrendered, as did the fort, in which were eighteen pieces of cannon mounted. A detachment of three hundred men, being left to secure this place, major general Seiflan, with the remainder of the troops, marched the same day to Agde, where having taken a post, which makes the isle of Cette, the town capitulated that night, and surrendered without resistance.

The duke of Roquelaure, with four hundred dragoons, and two thousand of the militia, had formed a design to recover these places, the fifteenth, by crossing the lake unexpectedly into the island of Cette; but Sir John Norris, being informed of it, manned and armed all the boats of the fleet, and going with them on the lake, prevented this attempt. However being informed, the seventeenth, that the duke De Noailles, was arrived at Meze, and that two thousand horse, each with a foot soldier behind him, were come within four miles of Agde; and besides, the detachment which was left to secure the bridge of Agde, having upon a false alarm, abandoned it, which post they now wanted time to regain, it was thought adviseable to re-embark the troops, and abandon their conquest, which they did, with the loss only of an advanced guard of fifty men, who did not retire as they were ordered. In this all our historians agree; but father Daniel pretends we lost between three and four hundred men in this expedition. A body of six hundred of the enemy (says he) was defeated on the mountain of St. Clare. A hundred were taken prisoners, and a great number was drowned in the re-embarkation: on our side (continues he) we lost but one grenadier and some horses. De Larry adds to this, that the confederates were obliged to leave behind them the arms and ammunition which they had landed. He allows however, that tho' this expedition had not all the success expected from it, it had this good effect for the allies, that it favoured count Staremberg's designs.

This expedition being thus ended, Sir John Norris sailed again the nineteenth, and having shewn himself off of Toulon and Marseilles, stood into the road of Hye, where they found a French ship, of fifty guns, arrived, richly laden, from Scanderoon, lying under the cover of three forts: some British and Dutch frigates, under the command of captain Stepney, were ordered in to attack her, who beat the men out of her, and one of the forts; but while the boats were boarding her, she unhappily took fire, by means of a hidden train the enemy had left, and blowing up, killed or wounded five and thirty of our men.

The fourteenth of August, Sir John Norris came off of Port Mahon, and the seventeenth, arrived in the road of Barcelona. A design on the coast of Valencia was next projected; but, on account of several hindrances, not being put in execution, the British fleet returned to Port Mahon, and the Dutch vice admiral sailed homewards. The thirtieth of October, the ship being cleaned, Sir John proceeded down the Streights, and on the sixth of November, took three French ships, from Newfoundland. The ninth he arrived at Gibraltar, from whence he returned with the Turkey convoy, and arriving again at Port Mahon the fifth of December, strengthened the Turkey convoy with five men of war, as high as the Channel of Malta.

The beginning of January, 1711, at the desire of his Catholick majesty, the fleet, which arrived at Barcelona, the fourth, proceeded for the coast of Roses, to annoy the enemy; but being separated, by a violent storm, which continued several days, and forced the ships back to Port Mahon, most of them were disabled in their masts and sails, and the Resolution was lost on the coast of Barcelona.

The admiral being, the twenty second of March, in the bay of Vado, the Severn, Lion, and Lyme, being scouts, made signal of seeing four ships whereupon the Nassau and Exeter were ordered to slip and give them chase. The 27th, the

Severn and Lyme came into the road, and captain Pudner who commanded the former, gave Sir John an account of the action they with the Lion, had been in, with four French ships, from sixty to forty guns.

They were engaged about two hours, when the enemy seeing others of our ships advancing, made what sail they could to get away, as all ours did after them, except the Severn, which was too much disabled in the fight to follow; but they lost sight of them in the night. The Severn had three and twenty men killed, and wounded, the Lion (whose commander, captain Walpole lost his right arm) forty, and the Lyme six. The Exeter, commanded by captain Raymond, came up with one of the ships, and engaged her two hours, which being much disabled, he brought to. This ship was the Pembroke, which had been taken from us.

The fifteenth of April, Sir John Norris received an account, that Sir John Jennings was arrived at Port Mahon, in order to command in the Mediterranean. The eighth of May, Sir John Norris, arrived with the transports from Italy, in the road of Barcelona; and the duke of Argyle arriving there, the eighteenth, he sent two frigates to Genoa, for the publick money, and with them, as far as Port Mahon, one third rate, one fourth rate, and one fifth rate. Sir John coming himself to this port, accompanied captain Cornwall, with the Turkey trade to Gibraltar and Lisbon, from whence sailing, the fifteenth of September, he arrived off of the Isle of Wight, the 8th of October, 1711, from whence he held on his course to the Downs.







*Naval expeditions and transactions of the British nation, in America, &c. during the years 1710, 1711.*

WHEN rear admiral Wager received orders to return to Great Britain, captain Jonathan Span was appointed to command a small Squadron in the West-Indies; but as during his command in those parts, nothing remarkable happened, I shall go on to what passed under his successor.



*Commodore Littleton's proceedings in the West-Indies.*

CAPTAIN Span was succeeded in the command of her majesty's ships in the West-Indies, by James Littleton, Esq; who, with the Jersey, Weymouth, and Medway-Prize, sailed from St. Helen's, the four and twentieth of August, and arrived at Jamaica; the second of November.

In his way, from St. Helen's to Plymouth, the Medway-Prize took a small privateer of four guns, and three and thirty men; he called at Plymouth for the trade, arrived at Martinique the twelfth of September, at Barbadoes, the eighteen of October, and at Jamaica, leaving the Jersey and Medway-Prize to cruize off of Hispaniola. These two ships joined him afterwards at Port-Royal, having forced a ship of St. Malo on shore, a little to the eastward of Port Louis, which they set on fire, having first taken out of her what they could, she being chiefly laden with bale goods.

The first thing the commodore did, was to send the Non-such, and the Roebuck, off of Carthagena, to get intelligence of six men of war, which he was informed lay there, but it

proved a false report. The eighth of December, he sent home the Falkland, with the trade; and here I shall leave captain Littleton for a while, to relate what happened in the mean time elsewhere.



*Captain George Martin's expedition against Port Royal.*

**T**HERE having been the beginning of this year, four Indian chiefs, or princes, to wait on her majesty, after they had seen all the curiosities in and about London and been entertained by several persons of distinction, they were sent down to Portsmouth, where they embarked on board the Dragon, one of her majesty's ships, captain Martin commodore, together with colonel Francis Nicholson commander in chief of the forces designed for an expedition projected against Port Royal, on the coast of Nova Scotia.

For this expedition, were appointed the Dragon, captain George Martin, and the Falmouth, captain Walter Rydder of fifty guns each; the Lowestoff, captain George Gordon of two and thirty guns, the Feversham, captain Robert Paton, of six and thirty guns, and the Star bomb-vessel, captain Thomas Rochfort: but as the Lowestoff and the Feversham were bound to New England, captain Martin had instructions to proceed thither, and join them, as likewise the Charlotte of fifty guns, captain Thomas Matthews.

On the eighth of May, the Dragon and Falmouth sailed from Spithead, and, on the fifteenth of July, they arrived at Boston, in New England. Colonel Nicholson having signified, to the respective governors of the queen's provinces and colonies of Massachusetts's bay, New Hampshire, Connecticut, and Rhode-Island, her majesty's commands, for them to be assistant in the intended enterprize, they used all manner of application and diligence, in raising and furnishing the

respective quotas of men, transports, provisions and other necessaries.

The commodore being joined, the ninth of September, by her majesty's ships, the Lowestoff and Feverham, from New York, the general set sail, with the fleet, and all the forces, from Nantasket, on the eighteenth of September. The four and twentieth, they came to the mouth of Port Royal river in Nova Scotia, and having, the next morning, landed, on the S. and N. sides of it, general Nicholson marched the six and twentieth, with the army, on the S. side, where the fort is seated, and advanced within cannon shot of it. That night, and the following, the bomb-vessels fired into the fort; and the necessary preparations for attacking it in form being made, Monsieur Subercase, the French governor, demanded to capitulate, the thirtieth, on honourable terms. Hostages being thereupon exchanged, the capitulation was signed the second of October.

Articles of capitulation, agreed upon, for the surrender of the fort of Port Royal, &c. betwixt Francis Nicholson, Esq; general and commander in chief of all the forces of her sacred majesty, Anne, by the grace of God, of Great Britain, France, and Ireland, queen, defender of the faith, &c. and Monsieur de Subercase, knight of the military order of St. Lewis, and governor and commander in chief of the fort of Port Royal, province of L'Accadi; and the territories thereunto belonging, for his most sacred Christian majesty.

1. That the garrison shall march out with their arms and baggage, drums beating, and colours flying.
2. That there shall be a sufficient number of ships and provisions to transport the said garrison to Rochel or Rochford, by the shortest passage, where they shall be furnished with passports for their return.
3. That I may take out six guns and two mortars, such as I shall think fit.



4. That the officers shall carry out all their effects, of what sort soever, except they do agree to the selling of them, the payment of which to be bona fide.

5. That the inhabitants within cannon shot of the fort of Port Royal shall remain upon their estates, with their corn, cattle and furniture, during two years, in case they are not desirous to go before; they taking the oaths of allegiance and fidelity to her sacred majesty of Great Britain.

6. That a vessel be provided for the privateers belonging to the islands in America, for their transportation thither.

7. That those that are desirous to go for Placentia, in Newfoundland, shall have leave, by the nearest passage.

8. That the Canadians, or those that are desirous to go thither, may, during the space of one year.

9. That the effects, ornaments, utensils of the chappel and hospital, shall be delivered to the almoner.

10. I promise to deliver the port of Fort Royal, into the hands of Francis Nicholson, Esq; for the queen of Great Britain, &c. within three days after the ratification of this present treaty, with all the effects belonging to the king, as guns, mortars, bombs, balls, powder, and all other small arms.

11. I will discover, upon my faith, all the mines, fougasses and cassemats.

All the articles of this present treaty, shall be executed upon good faith, without difficulty, and signed by each other at her majesty of Great Britain's camp, before Port Royal fort, this second day of October, in the 9th year of her majesty's reign, Annoque Domini, 1710.

FRANCIS NICHOLSON,  
SUBERCASE.

Memorandum. The general declared, that within cannon shot of Port Royal, in the fifth article above said, is to be

derstood three English miles round the fort, to be Annapolis Royal, and the inhabitants within the said three miles to have the benefit of that article. Which persons male and female, comprehended in the said article, according to a list of their names given in to the general, by Mr. Allen, amount to four hundred and eighty one persons.

Pursuant to this capitulation, on the fifth of October, colonel Nicholson took possession of Port Royal, to which he gave the name of Annapolis Royal, and having, on the tenth solemnized a day of thanksgiving, for the success of her majesty's arms, appointed colonel Vetch, his adjutant general, in this expedition, governor of the place; and having likewise made other regulations for the security of this conquest, sailed the nineteenth, for Boston, and arrived there the six and twentieth of the same month.

The copy underneath, of a letter from St. John's in Newfoundland, may serve to give the reader some idea of the success of her majesty's ships in those parts this summer.

St. John's (in Newfoundland) September 19.

Most of the French ships in these parts are taken off of the banks, and several burnt and destroyed, with their harbours and fish. It is believed they have lost near fifty sail of ships this season, and most of them of considerable force. Her majesty's ships the Portland and Valeur, had the good fortune, in their passage to Newfoundland, to take two very rich prizes, valued at thirty thousand pounds. Some of the galleys have taken abundance of prizes; but for our part, we came in at the latter end, which I hope will turn to good account; I have here sent you some particulars, which cannot but be acceptable.

P. S. Her majesty's ship the Valeur was unfortunately surprised and taken in the harbour by the French; but since retaken. On board the Rochester, in Carbonnier,



*Continuation of commodore Littleton's proceedings in the West-Indies.*

**I**N January 1711, the Falmouth arrived at Jamaica, with the tender to the Star bomb; but the bomb-vessel herself was missing, having been seen by a trader from New England without her masts. The trade from Great Britain arriving at Jamaica the eleventh of July, and the commodore having, in this interval, received several intelligences, by different ways, of Monsiur Du Cassé's squadron, he set sail, four days afterwards, towards Carthagena. His first information was by some masters of vessels from the Maderas; next by a Carthagena sloop, taken by one of Jamaica, in which was found a letter from the governor of that place, to the viceroy of Mexico; after this, by the Jersey, which brought in with her a French merchant ship, belonging to Brest, of thirty guns, and a hundred and twenty men, which ship sailed from Port Louis, in company of Monsieur Du Cassé. She came from trading on the coast of Spain; but had put all her money on shore at Port Louis. He had afterwards an account by captain Hardy, who came in from the coast of New Spain, the seven and twentieth; and the Jersey being sent again over to that coast returned with the last advice, the fourth of July, which was, that having looked into the port of Carthagena, the eight and twentieth of June, he saw twelve ships there, six rigged, and the other six unrigged, among the former of which he believed was the vice-admiral of the galleons; and besides these, five sloops.

The six and twentieth, he arrived on that coast, and the same day chased five ships; but they got into Bocca Chica, the entrance into Carthagena harbour. He stood off to sea again that night, and stretching in the next morning, chased four o-



ther ships. Between five and six, the Salisbury Prize, captain Robert Harland, came up with, and engaged, one ship, which proved to be the vice-admiral of the galleons; this was the same galleon which had escaped from admiral Wager, as I have related above; but Monsieur Du Casse had taken most of the money out of her, having some suspicion of the commanding officer. The vice-admiral himself being wounded by a small shot, died soon after. The Salisbury, captain Francis Hosier, came soon after, and did the same; and the commodore, who was within pistol shot, being just going to fire into her, they struck her colours; she had sixty brass guns, and three hundred and five and twenty men. The Jersey took another, a merchant ship, of about four hundred tuns, and six and twenty guns, laden chiefly with cocoa and wool. But one which was chased by the Nonsuch escaped.

Mr. Secretary Burchett, in the marginal references to his account of this action, mentions the vice-admiral taken by the commodore, another great ship taken by captain Harland and captain Hosier, and a merchant ship by the Jersey; but I must confess, I am not able to find this comprized in the words of the relation itself; if, therefore, I have done wrong to these worthy commanders, in my account, it is for want of a surer guide.

As the service performed by the Squadron under the command of commodore Littleton, after this, consisted only in the taking of some prizes, by single ships, and providing for the security of the trade, I shall only mention what occurred, under those two heads, in proper order, without following him in all his cruising.

In the month of August, there being some trade ready to proceed to Great Britain, the commodore sent the Nonsuch as their convoy. The Jersey, returning to Jamaica, the seventeenth of October, brought in a ship she had taken on the N. side of Cuba, of about a hundred tuns, loaded with indigo and sugar. The five and twentieth of November, a French man



A council of war was hereupon called, and it was resolved to lay to the eastward of Gibraltar, to receive them; but it seems they did not think fit then to engage.

The reason was because they had then but few of their galleys with them, and the rendezvous of the rest of those vessels being at Velez Malaga, they plied up to that place, where they joined them. This likewise gave the confederate fleet the leisure to send for half of the eighteen hundred marines they had left at Gibraltar.

The tenth and eleventh were spent in plying to the windward, in pursuit of the enemy, of whom they could have no other account, than what they could gather by the report of their signal guns. The eleventh, they drove a French tender on shore, near Fingerole, but her crew quitted her, and set her on fire.

The twelfth, about noon, they discovered the enemy's fleet and galleys to the westward, near cape Malaga, going away large, and bore after them, in a line of battle, all that night.

The thirteenth, in the morning, they were within three leagues of the French, who then brought to, with their heads to the southward, the wind being easterly, and, forming their line, lay in a posture to receive them.

In the English line, Sir George Rooke, with the rear-admirals Byng and Dilkes were in the center; Sir Cloudesly Shovel and Sir John Leake led the van, and vice-admiral Calenberg, with rear-admiral Vanderdussen, commanded the Dutch ships in the rear.

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*A sea-fight between the English and the French fleet off of Velez Malaga.*

WE have several accounts of this action, which, tho' they differ in some circumstances, agree pretty well in the whole. I shall keep to that published by authority, as brought



by captain Trevor, commander of her majesty's ship the *Trition*, from Sir George Rooke, to his royal highness: making such remarks and additions, as I shall judge proper: And this being the only general engagement which happened this whole war, I shall be the more particular.

On Sunday, the thirteenth of August, in the morning (says this relation) we bore down upon the enemy, in order of battle, 'till a little after ten o'clock, when, being about half gun-shot from them, they set all their sails, at once, and seemed to intend to stretch a-head, and weather us.

The marquis de Vilette observing that the admiral, as he bore down, was at some distance from the center, and thinking that he might get a-head of that Squadron, with his foremost ships, made a signal to the headmost ships of the French line, to croud all the sail they could. Admiral Shovel still bearing down upon the enemy with the van, insensibly found himself in their line a-head of them, which the French judging to be a favourable opportunity, resolved to make their advantage of it, by keeping their wind, and crouding all the sail they were able, in order to cut off the van of the confederates from the rest of their fleet; hoping, with reason, that if it grew calm, which usually happens in a sea-fight, their galleys might row them off, so as that they might make a double, and, weathering Sir Cloudesly Shovel, fire upon him on both sides. But admiral Shovel having discovered the enemy's intention, immediately clapped upon a wind, and Sir George Rooke, foreseeing what would be the consequence, if his van was intercepted, bore down upon the enemy, with the rest of the confederate fleet, and put out the signal for the fight, which was immediately begun by admiral Shovel. The French account of this, that, in this part of the engagement, between the marquis de Vilette, and Sir Cloudesly Shovel, the former was obliged to bear out of the line to repair, his poop being blown up by a bomb, and his ship set on fire and in danger of blowing up likewise; and that the same happened to monsieur

Belleisle's ship, he himself being before killed. But, about two in the afternoon, the enemy's van gave way to ours, which was commanded by Sir Cloudefly Shovel, and led by Sir John Leake; as their rear did to the Dutch, towards night.

The Dutch, in the rear, engaged the enemy, with the greatest courage and alacrity, and, being better provided with ammunition, continued firing, something later than the rest; but night coming on, put an end to the dispute on that side also: But monsieur de Rouvre one of the French rear-admiral's seconds, was obliged to go out of their line to stop his leak, before the fight ended: but their body being very strong, and several of the ships of the admiral's, rear-admiral Byng's, and rear-admiral Dilke's division, being forced to go out of the line, for want of shot, the battle fell very heavy on the admiral's own ship, the St. George, and the Shrewsbury.

This being observed by Sir Cloudefly Shovel, he, like a good and valiant officer, immediately backed astern, and endeavoured to reinforce the admiral. This act, both of valour and good seamanship, had two useful effects; first, it drew several of the enemy's ships from our center, which was so hard pressed, by a great superiority, both of strength and number, and drove them at length out of the line; for after they had felt the force of this supply, from some of the ships of Sir Cloudefly Shovel's division, which was astern of him, they found it not safe to advance along his broadside; but being clean and better sailors, they set their sprit-sails, and with their boats ahead towed from him, without giving him the opportunity of exchanging a single broadside with them. These were the vice-admiral of the white, and the rear-admiral of their white and blue, with part of their divisions: And tho' the count de Thoulouse was sustained by the best ships and commanders in the center, and assisted by the greatest officers for quality, experience and courage, who were placed as counsellors near him, yet he shared, at length, the like fate as his van, and, about seven o'clock, was obliged to tow out of danger.

This want of shot was occasioned by our great expence of it at Gibraltar; and though every ship was supplied to have five and twenty rounds, two days before the battle, which was judged sufficient, and would have been so, if we could have got so near the enemy as the admiral intended; (tho' the French pretend it was they who endeavoured to fight close, but the English avoided it;) yet every ship, that was on that service, wanted ammunition before night.

There happened an action in the center, which deserves a particular mention: The *Serieux*, a ship in the French admiral's division, commanded by mons. Champmelin, thrice boarded the *Monk*, an English ship commanded by captain Mills, who, with great activity and courage, every time cleared the deck of the enemy, and made them at last bear away: The same French commander (as they themselves own) had his ship afterwards so disabled, that he was obliged to quit the line, as was likewise the chevalier de Grancy, whose ship was wholly disabled; Monsieur de Roche Alard was likewise totally disabled; and the chevalier d'Osmont, and monsieur de Poulett, also quitted their line, for the same reason. Captain Jumper did, likewise eminently signalize his valour, in the fight, with his single ship engaging three of the enemy's. About seven in the evening, one of the French admiral's seconds advanced out of the line, and began a closer engagement with the *St. George*, commanded by captain Jennings; but notwithstanding that the *St. George* had already suffered much she met with such rough treatment, that she had difficulty enough to rejoin the line, after the loss of both her captain and abundance of her men. But, among the actions of other brave commanders, we must not forget those of the gallant earl of Dursley, commander of the *Boyne*, an eighty-gun ship, who, tho' then but about three and twenty years of age, gave many memorable instances of his undaunted courage, steady resolution, and prudent conduct. In general, all the officers and seamen of the confederate fleet fought with unparallel-



Intrepidity and resolution, and had not the center been so weakened, by the loss of the service of those ships which, thro' want of ammunition, were forced to leave their stations, 'tis highly probable the confederates would have obtained a more compleat and uncontested victory than they did.

The battle ended with the day, when the enemy went away, by the help of their gallies, to the leeward. In the night, the wind shifted to the northward, and, in the morning to the westward; which gave the enemy the wind of us. We lay by, all day, within three leagues of one another, repairing our defects, and, at night, they filed and stood to the northward.

On the fifteenth, in the morning, the enemy was got four or five leagues to the windward of us; but, a little before noon, we had a breeze of wind easterly, with which we bore down on them 'till four o'clock in the afternoon. It being too late to engage, we brought to, and lay by, with our heads to the northward all night.

The confederates braved the enemy, to conceal their own weakness; for neither side had any great inclination, or, indeed, were in a condition to come to a second engagement, wherefore they were both glad to lose sight of one another.

On the sixteenth, in the morning, the wind being still easterly, hazy weather, and having no sight of the enemy, or their scouts, we filed, and bore away to the westward, supposing they would have gone away for Cadiz; but being advised from Gibraltar, and the coast of Barbary, that they did not pass the Streights, we concluded they had been so severely treated, as to oblige them to return to Toulon, which may prevent any attempt upon Gibraltar this winter, the sending any succour into Cadiz, or the insulting the coast of Portugal, and constrain them to a winter-passage to West-France, if they intend any of their ships thither this year.

We have not yet the particulars of the enemy's loss. The marquis de Villadarias, marching with his army to besiege Gibraltar, sent a letter to the prince of Hesse, governor of that place, advising him, that the French had burnt eight of our ships, taken sixteen, sunk seven, and he allows the French had lost four men of war, and one galley, and that the count De Thoulouse was wounded. During the action, we saw two of the enemy's gallies sunk, and many of their ships so disabled, that they were towed off by their gallies, and we have reason to believe several of them perished; whereas there was not one of her majesty's ships lost, and the Dutch lost only one, their admiral, called the Albemarle, of sixty four guns, which blew up by accident, the sixteenth, in the afternoon, after we had lost sight of the enemy, and had only nine men saved. We lost, besides, six hundred and ninety five men killed, among whom were two captains, Sir Andrew Leake, of the Grafton, and captain Cow, of the Ranelagh; and sixteen hundred and sixty three wounded, among whom were three captains, captain Myngo, of the Namur, captain Baker, of the Monmouth, and captain Jumper, of the Lennox. Of the Dutch, captain Liinslager was killed, and they had four hundred men killed and wounded.

Sir Cloudesly Shovel, in his account of this engagement, says, the action was very sharp and in his opinion, the like, between two fleets, had never been in his time. Of the whole fleet, he said, there was hardly a ship but was obliged to shift one mast, and many all; insomuch that there were not three spare top-masts left in the fleet.

Sir George Rooke, in his letter, with an account of this fight, says he must do the officers the justice to say, that every man in the line, did his duty, without the least umbrage for censure or reflection; and that he never observed the true English spirit so apparent and prevalent in our seamen as on this occasion.

Admiral Callemberge, in his letter to the States General

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says they spent such a vast quantity of powder, in this fight, that they were obliged to have cartridges filled during the action.

Our fleet having entirely lost sight of the enemy, as I observed above, Sir George called a council of war, in which it was determined to repair, with the fleet, to Gibraltar; and having staid eight days there to refit, and supplied that place with men and provisions, he sailed from thence, the fourth and twentieth of August. The six and twentieth, being out of the Streights' mouth, he gave the necessary orders to Sir John Leake, and then continued his voyage, with those ships, which were in a condition to come home; he arrived at Spithead, the five and twentieth of September, and, the nine and twentieth waited on the queen and prince, at Windsor, who received him very graciously, and expressed themselves very well satisfied with his conduct.

I should now return to Sir John Leake, and give an account of his proceedings after Sir George's departure; but as that would carry me too far into the following year, I shall reserve them for the ensuing chapter, and in the mean time, give an account of some other transactions, which came within the compass of the year.

And first, I should be guilty of an unpardonable neglect, should I not, at least, mention the most important and glorious transaction not only of this year, but of the whole war, I mean the unparallel'd success of her majesty's armies at Schellenburg and Hochstedt, under the great duke of Marlborough. However, as I should do injustice to the actions themselves, as well as to all the brave officers and men concerned in them, should I attempt a description of them, in the narrow limits I am here tied down to; and besides, as we have already so many ample accounts thereof, I shall content myself with having taken notice of them, and refer to our historians for the circumstances of those ever memorable exploits.



The ninth of October, Sir Cloudeſly Shovel, and ſeveral of his captains, went to Windſor, to wait on her majeſty, and his royal highneſs, by whom they were graciously received; and her majeſty was pleaſed to confer the honour of knight-hood, on captain John Jennings, commander of the St. George, for his ſignal ſervice, in the late ſea fight, in the Mediterranean. Not long after, the queen conferred the ſame honour, on George Byng, Eſq; rear admiral of the Red ſquadron, and on Thomas Dikes, Eſq; rear admiral of the White ſquadron, of her Majeſty's fleet.

*Naval expeditions and tranſactions of the Engliſh; particularly, the relief of Gibraltar, and taking of Barcelona, with other remarkable occurrences, during the year, 1705.*

**T**HE loſs of Gibraltar was ſo ſenſible a blow to Spain, and the confederate garrifon in that fortrefs ſuch a dangerous thorn in the ſide of the Spaniards, that the courts of Verſailles and Madrid reſolved to uſe all poſſible means to wrench that place out of their hands. As I am obliged to go back ſome months into the foregoing year, to give an account of the ſiege and relief of that place, theſe tranſactions properly require the firſt place here.

*Sir John Leake's proceedings, with a ſquadron under his command together with an account of his relieving Gibraltar, and of his deſtroying ſeveral French men of war.*

**W**E left Sir John Leake, the fix and twentieth of Auguſt, of the foregoing year, without the Streights mouth, with the ſhips Sir George Rooke left under his com-

mand, bound for Lisbon, in order to their being refitted there.

At this place, he received a letter from the prince of Hesse, and another from captain Fotherby, commander of the Lark, by which he was informed, that, on the fourth of October, in the evening, a squadron of the enemy's ships, about nineteen in number, great and small, came into Gibraltar-Bay, and that there was a design of besieging the place, both by sea and land; for which reason he was earnestly pressed to repair to their relief.

While Sir John was making preparations to this end, some other ships joined him, from England and Holland, and he soon after received another letter from the prince of Hesse, with advice, that the French, having landed six battalions, were sailed westward, and had only left six frigates, from forty to twenty guns; and that they had opened their trenches against the town, the 11th of October. It was hereupon resolved, in a council of war, as the preservation of that place was of the highest importance to the common cause, to repair forthwith to the relief of it.

Being arrived there, some troops were landed; but upon advice, that a French squadron, of superior force to his, was preparing to attack him, they were all re-embarked except the gunners, carpenters and marines. The English ships, in the mean time, having lost some of their cables and anchors, and the Dutch almost all theirs, and several provisions being wanting, the squadron was under a necessity of returning to Lisbon.

The five and twentieth of October, the squadron sailed again from the river of Lisbon, and arrived at the bay of Gibraltar, the nine and twentieth, where they surprized two of the enemy's ships of four and thirty guns each, one of twelve, a fireship, a Tartane, and two English prizes, all which they run ashore, and set on fire; and another ship of thirty guns,

which had just got out of the bay, was likewise taken by one of the English ships.

The arrival of the English and Dutch squadron was very seasonable; for the enemy had designed, that very night, to attack the town in several places, and had got a great number of boats from Cadiz, to make the assault, with three thousand men, on the side of the new Mole, by which the confederates had attacked it, the foregoing summer.

The second of November, it was resolved, to land as many men as could be spared, for defending the outposts, on the sea side, as likewise to send some men into the town, which was done the third; and some days after, a farther reinforcement, of two hundred English, and one hundred Dutch, were landed. The nineteenth, and twentieth, Sir John, being moving his station, made a feint of landing some troops, which drew the Spanish cavalry down to the shore, and gave him an opportunity of killing a great number of them, with the cannon of his frigates, and the small arms from his boats.

The twenty second, the Centurion came in from cruising, and brought with her a French prize, of eight and twenty guns, richly laden with sugar and indigo, from Martinico.

Upon advice, soon after, that Monsieur Ponti was coming out of Cadiz, Sir John Leake thought fit to order his squadron out of the bay, and to stand to the eastward, in sight of Gibraltar, that he might be the better enabled to take such measures as should be thought necessary.

The seventh of December, the Antelope, with nine transport ships, came into the bay of Gibraltar, from Lisbon, and were followed the ninth, by the Newcastle, with seven more, having in all nineteen hundred and seventy men on board. The twenty first, pursuant to a resolution of a council of war, the garrison being now re-inforced, and having obtained so many advantages over the besiegers, (who by the accounts they had received were reduced to the greatest misery) that

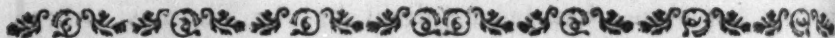


they thought themselves in no great danger, the fleet sailed, and arrived at Lisbon, in order to refit.

The nine and twentieth of January, the Tartar-Pink, and the Newport, came into the bay of Gibraltar, with fresh supplies; and, the fifth of February, were followed by the Roebuck and Leopard, with six companies of Dutch, and about two hundred of the English guards, with other English troops, and several necessaries, from Lisbon. The seventh, the Tyger, with a transport, arrived, with a farther supply of men and ammunition.

The fourteenth, Monsieur Ponti came into the bay of Gibraltar, with fourteen men of war, and two fireships; notice whereof having been given to Sir John Leake, at Lisbon, who, in the mean time, had been joined by Sir Thomas Dilkes, with five third-rates, with which he had convoyed a great number of merchant ships from England, he set sail from thence the sixth of March. The tenth, at half an hour past five in the morning, being within two miles of Cape Cabretta, he discovered five sail making out of the bay; to which he gave chase, and they afterwards proved to be five French men of war. At nine, Sir Thomas Dilkes, in the Revenge, with the Newcastle, Antelope, Expedition, and a Dutch man of war, got within half gun-shot of the Arrogant, which they took, after some resistance; and the Newcastle's boat first boarded her, after she struck. Before one, two of the Dutch ships took the Ardent and the Marquis. The other two, the Magnanimous, and the Flower de Luce, in the first of which Monsieur Ponti himself was, made a stout resistance, and, in spite of the English, running ashore, to the westward of Marbella, were burnt by the French themselves. Sir John, supposing the remainder of Monsieur Ponti's squadron, which had been driven from their anchor, out of Gibraltar bay, to be in Malaga-road, looked in there; but they, having heard the firing, thought that no secure harbour, and had, as it was believed, cut their cables, and were retired to Tou-

lon. Off of Malaga, three of her majesty's ships, the Kent, the Orford, and the Eagle joined the admiral; and three of our frigates having driven ashore two merchant ships, one of three hundred tons, richly loaden from the West-Indies, near Malaga, and the other of two hundred and fifty, outward bound to the West-Indies, near Almeria, they were burnt by the French; and the Assurance and Bedford took two Satees. Sir John Leake, having thus relieved Gibraltar, a second time, by his appearance only, tho' he could not afterwards reach the bay, till the 19th, he returned to Lisbon, where he arrived, the first of April, and where we shall leave him, and return to England.



*The earl of Peterborough's and Sir Cloudefly Shovel's expedition to the Mediterranean, with the king of Spain's landing at Barcelona, and taking of that city.*

**S**IR Cloudefly Shovel, repairing on board the Britannia, at the Nore, gave orders, on the seventh of April, to Sir John Jennings, to proceed to Spithead, with three first-rates, two second-rates, and as many third-rates. The thirteenth of May, he arrived at Spithead, where he was joined by the men of war from the Downs, and the ships with the ordnance stores; and, the twenty-second, the earl of Peterborough arrived at Portsmouth. The same day, the troops designed for the expedition being, likewise, on board, the fleet sailed to St. Helen's; and, the next, the earl went on board: the four and twentieth, the fleet set sail again, and the five and twentieth came off of Plymouth, where they lay by for some men of war and transports, which were to join them there, and, two days after, they arrived at their first rendezvous, which was seven leagues south from the Lizard.

The ninth of June, the fleet arrived in the river of Lisbon,

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where the Dutch admiral Allemond, with his Squadron, was arrived a week before. Here the admirals, likewise, found Sir John Leake, with his Squadron; but in great want of provisions; the ships were therefore all supplied, out of those brought from England, for near four months, at whole allowance.

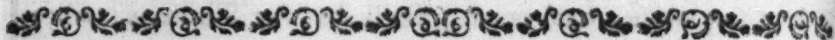
The line of battle being now formed, Sir Cloudesly got out of the river of Lisbon, with part of the fleet the twenty-second, and, the same day, met with the ships from Ireland. The design was to cruise off of Cape Spartel, 'till the earl of Peterborough, who staid at Lisbon, with the remainder of the fleet, to take in the forces, should join him. The earl having prevailed upon the earl of Galloway to spare him two regiments of dragoons, in which, as well as in supplying them with forage and other necessaries, he met with great opposition and delay, from the Portuguese; and the men of war detached from the Squadron under admiral Byng being arrived the fifteenth, with the transports and other ships under their convoy, having on board several things necessary for the expedition, he prepared to depart. King Charles, who was resolved to try his fortune with the earl and Sir Cloudesly, being therefore embarked with the former, on board the Ranelagh, they put to sea the seventeenth of July, the troops on board, designed for a descent, being by some computed to be twelve thousand men. They arrived, in a few days, at Gibraltar, where his Catholick majesty, under protection of the confederate fleet, first took possession of his kingdom of Spain, and was received there as lawful sovereign.

The battalion of English guards, and the three old regiments, which had so valiantly defended Gibraltar, being embarked, and two new-raised battalions left in garrison there, the fleet sailed, the fifth of August, and came to anchor, the eleventh, in Altea bay, in order to water there.

As soon as the fleet was come into the bay, all the people



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The ninth of June, the fleet arrived in the river of Lisbon,

where they arrived a Sir John Jennings; brought to the assistance.

The king's fleet, out of the twenty-second land. The earl of Peterborough, the earl having two regiments with them without opposition. A war detachment arrived there under their command for the earl, who was Sir Cloudefly Shovel, board the troops, computed a few days, protection of his kingdom during his reign.

The battle of the clouds, which was barked, and the fleet sailed on the eleventh, in As soon

where the Dutch admiral Allemond, with his squadron, was arrived a week before. Here the admirals, likewise, found Sir John Leake, with his squadron; but in great want of provisions; the ships were therefore all supplied, out of those brought from England, for near four months, at whole allowance.

The line of battle being now formed, Sir Cloudesly got out of the river of Lisbon, with part of the fleet the twenty-second, and, the same day, met with the ships from Ireland. The design was to cruise off of Cape Spartel, 'till the earl of Peterborough, who staid at Lisbon, with the remainder of the fleet, to take in the forces, should join him. The earl having prevailed upon the earl of Galloway to spare him two regiments of dragoons, in which, as well as in supplying them with forage and other necessaries, he met with great opposition and delay, from the Portuguese; and the men of war detached from the squadron under admiral Byng being arrived the fifteenth, with the transports and other ships under their convoy, having on board several things necessary for the expedition, he prepared to depart. King Charles, who was resolved to try his fortune with the earl and Sir Cloudesly, being therefore embarked with the former, on board the Ranelagh, they put to sea the seventeenth of July, the troops on board, designed for a descent, being by some computed to be twelve thousand men. They arrived, in a few days, at Gibraltar, where his Catholick majesty, under protection of the confederate fleet, first took possession of his kingdom of Spain, and was received there as lawful sovereign.

The battalion of English guards, and the three old regiments, which had so valiantly defended Gibraltar, being embarked, and two new-raised battalions left in garrison there, the fleet sailed, the fifth of August, and came to anchor, the eleventh, in Altea bay, in order to water there.

As soon as the fleet was come into the bay, all the people

came to offer their service to his Catholick majesty, and to implore his protection; bringing with them all sorts of provisions and refreshments; for which, meeting with a liberal payment, all the inhabitants of the neighbouring villages came, in like manner, to do him homage, and offer what the country afforded.

His Catholick majesty ordered a body of foot to be landed, as well to secure the fleet's watering as to hinder the sailors from committing any disorders; and the earl of Peterborough caused a manifesto to be dispersed in the Spanish tongue.

The substance of this manifesto was, to assure the Spaniards, that the confederate fleet was not come to take possession of any place, in an hostile manner, for the use of her majesty of Great Britain, or the States General, nor to bring into that country the usual calamities of war; but to defend and protect those who would submit, in due obedience, to their lawful sovereign: but that, if, by opposing these good intentions, they brought hostilities upon themselves, they only would be answerable for them.

While the fleet was in the bay, certain advice was brought, that eight hundred or a thousand of the inhabitants of the towns and places, in the neighbourhood, who were assembled in the mountains, had declared for king Charles, and seized the town of Denia; upon which general Ramos was appointed governor of that place, and a garrison of four hundred men put into it.

The eleventh of August, the fleet arrived in the bay of Barcelona; where, as soon as the fleet anchored, the Spaniards began to fire from the mole, and a battery they had near the sea, upon some of the transport ships, which stood in for the shore. The next day, the prince of Darmstadt having joined the fleet, the forces began to land in very good order and without any opposition, between the town and a place called Badelona, at about three quarters of a league distance

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from the former, the inhabitants lending them all possible assistance. The thirteenth, all the troops being landed, the city was invested, and, as it was so large that the forces from the fleet could not guard all the posts, the inhabitants assisted them in securing all the avenues.

It was much wondered at, that the enemy made no opposition, since they had all the convenience for it imaginable, on their side; for they might have come under cover, very near the landing place, so that the fire from on board the ships could not have disturbed them; but it was believed, that the viceroy had no confidence in his own troops, and was jealous, that should he have suffered them to march out of the city, the people, who had a strong inclination for king Charles, might, in the mean time, rise in his favour.

The seventeenth, his Catholick majesty went on shore, the whole fleet having saluted him, at his departure; and, at his landing, he was not only welcomed by the loud acclamations of the people of the country, who came in throngs to receive him, but by a treble discharge of small arms, from the camp on shore. The generals, however, found the place so well provided, that they almost despaired of success. The sea officers on their side, were, indeed, bombarding and cannonading the place, from the fleet, while the approaches were made by land; but as the king of Spain would by no means consent to this, the undertaking was thereupon very near being laid aside, and the resolution almost taken to leave the place, and try their fortune at Ter-ragona.

When a council of war was held, on this occasion, at which the king of Spain himself was present, both English and Dutch officers were of opinion, the siege could not be undertaken with so small a force, the garrison being near as strong as they were. The debate lasted some hours. In conclusion, the king himself spake near half an hour: he answered all the objections which were made against the siege

and treated every one of those who made them, as he answered them, with particular civilities; he supported the truth of what the prince of Hesse had asserted, (concerning the good affection of many in the town) as being known to himself. He said, that in the state in which his affairs then stood, nothing could be proposed, but what would be attended with great difficulties; all was doubtful, and much must be put to the hazard; but this seemed less dangerous, than any thing else that was proposed. Many of his subjects had come and declared for him, to the hazard of their lives; it became him therefore, to let them see, that he would run the same hazard for them. He desired that they would stay so long with him, 'till such attempts should be made, that all the world might be convinced, that nothing could be done: he added, that if their orders did oblige them to leave him, yet he could not leave his own subjects; upon which they resolved to sit down before Barcelona; and happy it was (says the bishop) that they took this resolution; for it came afterwards to be known, that the Catalans and Miquelets, who had joined them, hearing that they were resolved to abandon them, and go back to their ships, had resolved, either out of resentment, or that they might merit their pardon, to murder as many of them as they could. When this small army sat down before Barcelona, they found they were too weak to besiege it, they could scarce mount their cannon. When they came to examine their stores, they found them very defective, and far short of the quantities, which by their lists they expected to find; whether this flowed from treachery or carelessness, I will not (continues the bishop) determine; there is much of both in all our offices.

The prince of Hesse, whose reputation was most at stake, as he advised the expedition, proposed at length, the surprising of the citadel and castle of Mont-Juy, which the earl of Peterborough, upon examination of the circumstances, finding feasible, approved of. The attack (of which I omit the

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circumstances, as the fleet was not concerned in it) was made on the second of September, with undaunted bravery and wished-for success; but with the loss of the gallant prince of Hesse.

He received a shot with a musket-ball, which, passing thro' his thigh, tore an artery, and occasioned a great effusion of blood; but, not to discourage his men, he marched on, as if he had not been wounded, till the vital spirits of that great heart being no longer able to support him, he fell. He was immediately carried to a little house which was near; but before his wound could be looked into he expired.

After whose death the assailants began to lose ground, till the earl of Peterborough, being informed that the forces had orders from the commanding officer to retreat, went in person, and rallied them.

His lordship being justly transported with indignation at the orders which had been given for the troops to draw off, immediately countermanded those orders, and drawing his sword, threw away the scabbard, saying: *He was sure all brave men would follow him.* With that he put himself at the head of the detachments which were retreating, and so animated them by his example, that they soon regained all the ground they had quitted, his lordship exposing himself all the while to the greatest danger.

The sixth, the citadel, with all the works belonging to it, surrendered, and colonel Southwell, who commanded the first attack with great bravery, and had contributed very much to the taking of it, was made governor of that fortress.

After their success, the siege was pushed with great vigour; the trenches were opened the ninth, and batteries raised for fifty guns, and twenty mortars. His Catholic majesty having at length consented to it, our bomb vessels threw four hundred and twelve shells into the town; and eight English and Dutch ships, under the command of Sir Stafford Fairborn, being appointed to cannonade it from the sea,



while the cannon from the batteries and fort continued to do the like on shore, the viceroy desired to capitulate, the twenty-third, and the capitulation (which is of too great a length to find place here) being signed the eight and twentieth, the gate and bastion of St. Angelo was delivered up the same day, and the whole city in a few days after. The surrender of this capital of Catalonia so strengthened king Charles's party, that the whole kingdom, Roses only excepted, submitted soon after.

The king of Spain having made his entry into Barcelona, and received the oath of fidelity of his new subjects; and his majesty having declared that he would venture his person with them; a council of the general and flag officers was held, on the first of October, where it was resolved, that the earl of Peterborough should continue with that prince, with the land-forces, and all the marines that could be spared from the service of the ships; and that a winter squadron being appointed, under the command of Sir John Leake, and rear admiral Wassenaer, the rest of the fleet should make the best of their way home.

It was resolved, at this council, to appoint fifteen English ships of the line, and ten Dutch, with frigates, fireships, bomb-vessels, &c. for a winter squadron; and since the States General were sending from Holland to Lisbon, five ships of war, it was proposed, that ten might be dispatched from England, which would make forty of the line, that being judged sufficient, till they could be strengthened towards the end of April.

A farther quantity of powder was put on shore, from the English and Dutch ships; with eight brass guns carrying a six pound ball; and it was resolved, that when the ships designed to continue abroad, with Sir John Leake, were reduced to seven weeks provisions, at short allowance, he should proceed to Lisbon, to refit and victual them, and that two fourth-rates, three fifth-rates, and one sixth-rate should be left

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to follow the orders of the earl of Peterborough: so that the whole fleet was divided as follows:

To proceed to England, with Sir Cloudesly: one first-rate, three second-rates, thirteen third-rates, two fourth-rates, four fifth-rates, one sixth-rate, three bomb vessels, four fireships, and one yacht.

To remain with Sir John Leake: two second-rates, eight third-rates, four fourth-rates, three fifth-rates, two bomb vessels, two fireships, one hospital-ship, and one yacht.

With the earl of Peterborough: two fourth-rates, three fifth-rates and one sixth rate.

Left at Gibraltar; two sixth-rates.

To cruise for the Brasil fleet; one third and one fourth-rate.

Pursuant to this resolution, Sir Cloudesly set sail, and having put the governor of Barcelona, with about a thousand men of the garrison of that place (the rest having listed in the service of king Charles) ashore at Malaga and Alicant, and staid three days at Gibraltar, appointed some ships to convoy the trade home from Lisbon. He himself arrived, the six and twentieth of November, at Spithead, and a few days after came to London, where he was received, by the queen and prince, with those marks of esteem, which his signal services deserved.



*The relief of Barcelona, with the surrender of Carthage, Alicant, Ivica, and Majorca, to king Charles.*

THE eighteenth, they arrived off of Altea; and the next day had intelligence, that Sir George Byng was coming up with them, with a squadron from England; which he did the day following. Three days after they were joined by commodore Walker, with his squadron; and

divers transports came up with them likewise. They now resolved, in order to give the city as timely relief as possible, to proceed northward of Majorca; and that every ship should make the best of her way, without staying for one another.

The six and twentieth, the earl of Peterborough came off from Tarragona, with divers barks, on board of which were fourteen hundred land forces. His excellency went on board the Prince George, and hoisted the union flag, taking upon him the command of the fleet as admiral. The same day, letters came from king Charles, of the three and twentieth, with very pressing instances for relief; and, within two hours after, a fresh and fair gale happily sprung up, which brought the fleet, with all the forces and recruits from England and Ireland, to an anchor before Bracelona, the seven and twentieth, in the afternoon, to the inexpressible joy of the inhabitants, who expected a storm that very night.

Sir George Byng and Sir John Jennings, with some others of the best sailors, who got thither a few hours before the rest, discovered the rear of the French fleet making off in great disorder.

De Larrey says, the French pretended they retired with their fleet because a contagious distemper began to shew itself among the men; cowardice and fear are sometimes contagious, and so the observation may perhaps have been just.

The land forces and marines were immediately put on shore, and the admirals waited on the king, who received them in a manner suitable to the imminent danger they had just rescued him from. The French continued the siege the eight and twentieth, and nine and twentieth; but the thirtieth, in the afternoon, they raised it with great noise and precipitation, setting fire to, and destroying whatever they could of their camp and stores. They were terribly harrassed in their retreat, as well by several volunteers from the city, as the miquelets and peasants from the mountains, who skir-

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misled with them till eleven at night, and the best part of the next day, when they took from them two field pieces, and some waggons; while those from the town pillaged the enemy's abandoned camp. The accounts published of this retreat at Paris pretend, it was in very good order, and that they always beat those who pursued them. But how came they then to part with their field pieces and waggons?

Barcelona being thus relieved, the fleet sailed from thence, the seventh of May, with what forces could be spared from the service of Catalonia, and arrived on the coast of Valencia the thirteenth, where the earl of Peterborough being put on shore, they were landed the next day. The nineteenth, it was resolved, in a council of war, to proceed to Alicant; but being got the length of Altea, two gentlemen came off, and acquainted the admiral, that the inhabitants of Carthagea were disposed, upon the appearance of the fleet, to declare for king Charles III. It was thereupon resolved to proceed thither; and the fleet arriving the first of June, the place was surrendered the next day.

A garrison of six hundred marines was put into the place, under the command of major Hedges, who was appointed governor, and Sir John Jennings was left there to settle the affairs of the city.

The seventh, the fleet sailed for Altea again to water; and while they were there, Sir John Leake having information that two gallies were to go over to Oran, on the coast of Barbary, with money to pay that garrison, he ordered the Hampton-Court and Tyger to cruize off that place, and to endeavour to intercept them; but upon the first sight of our ships off of Cape Palamos, they came off to them, and declared for king Charles.

The six and twentieth of June, Sir John Leake arrived with the fleet before Alicant, which they found had a numerous garrison, commanded by brigadier Mahoni, an Irish

man, who declared he would defend it to the last extremity. They staid some time, till the marines on board the fleet were re-inforced by a detachment of a hundred and fifty Spanish horse, and thirteen hundred foot, commanded by brigadier Gorges, and then their forces were esteemed far short of what was necessary for the intended service. However, they were landed, the twenty-first and twenty-second of July, and with them eight hundred seamen, and the same night the town was bombarded. The next day, Sir George Byng, having hoisted his flag on board the Shrewsbury, a third-rate, anchored with her, and four third-rates more, in a line, so near the town, that they soon dismounted some of the hundred and sixty guns they had facing the sea, and drove the enemy from them.

Sir John Jennings arriving, the four and twentieth, with the ships and marines from Carthagen (the garrison of which place the earl of Peterborough had replaced with other troops) the eight and twentieth, it was resolved to storm the place, sword in hand; and a draught of forty seamen, out of every ship, being ordered to assist the marines and land forces, their innate valour, added to the hopes of plunder, carried them on to the attack, with so much cheerfulness and vigour, that the design was executed with success.

The troops having, early in the morning, made themselves masters of the suburbs, all the boats being manned and armed, they repaired along the side of the Shrewsbury, to receive orders for sustaining them, or to make an attack on the town. At nine in the morning, the ships made a breach in the round tower, at the west end of the town, and another at the middle of the curtain, between the mole and the easternmost bastion; when the land forces marching up towards the wall of the city, major Rapin, of the lord Mohun's regiment, who commanded the grenadeers, advanced, with fifteen of his men and a serjeant, towards the breach in the round tower,

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hoping to be the first man in the town; whereupon all the boats, under the command of Sir John Jennings, went directly up to sustain them; but before the men landed, the grenadiers were beaten back. However, the boats proceeded, and all the men getting on shore, captain Evans, of the Royal Oak, mounting the breach first, got into the town; with two or three of the boats crews; captain Passenger, of the Royal Ann, followed, and next to him captain Watkins, of the St. George, with some seamen. Sir John Jennings, with the rest of the seamen and forces, who were in possession of the suburbs, moved on to support them, who coming into the town, secured the posts, and made proper dispositions, 'till the rest got in; when Mahoni, retiring into the castle, left them in possession, with the loss of very few men, (some accounts say but seventeen;) amongst whom was lieutenant-colonel Petit, of Mohun's regiment, killed by a small shot, from a window, as he was standing arm in arm with Sir John Jennings; some accounts say, on the market-place, after the action was over; but, according to others, in the suburbs, as they were viewing the ground for raising a battery against the town-wall: which then must have been before the action.

The next day, brigadier Gorges sent a summons to the castle; but Mahoni, tho' wounded, and notwithstanding our ships had then dismounted all their cannon towards the sea, and beat down part of the wall, and they were besides, very much annoyed by our bombs, defended it for a time, and then surrendered on honourable terms.

While our fleet was thus victorious on the coast of Spain, the affairs of king Charles, in the inward parts of Spain, had been successful, beyond expectation, and an entire submission of those extensive dominions seemed to be out of all doubt, when his Catholick majesty, by the advice of his German ministers, and contrary to that of his friends and allies, took the fatal resolution of going through Arragon to Madrid, and stopping at Saragossa, in his way thither, which overthrew all the



measures concerted in his favour, and was alone the cause of all the misfortunes which ensued, and, in the end, lost him the monarchy.

Sir John Leake having, according to his orders, detached Sir John Jennings, with twelve men of war, and a fire-ship, for Lisbon, and watering in Altea Bay, sailed from thence, the six and twentieth of August, towards Ivica.

When the fleet came to Altea-Bay, the twenty-second of August, it consisted of one first-rate, two second-rates, twelve third-rates, one fourth rate, and three fire-ships, of the English; and, of the Dutch, ten of the line. The same day, Sir John Jennings sailed to Lisbon, with six third-rates, four fourth rates, two fifth-rates, and a fire-ship, there to refit and victual them, for their intended voyage to the West-Indies: And the earl of Peterborough gave orders to Sir John Leake, to repair to England, leaving Sir George Byng to command the winter squadron, but first to proceed to Ivica and Majorca, and oblige those two islands to submit.

He arrived there the nine and twentieth, and found the governor and inhabitants of that place so well disposed for king Charles III. that upon the first appearance of the fleet, they sent deputies on board, to make their submission.

The second of September, the fleet sailed from Ivica, and was the next day before Majorca, where the Conde de Alcudia, the vice-roy, with some few who favoured the duke of Anjou's interest, offered to resist; but two bomb vessels being sent into Palama, the capital of the island, upon their throwing in three or four shells, the inhabitants obliged the viceroy to retire to the palace, and desire a capitulation, which was concluded the seventh.

Sir John having left a garrison of a hundred marines, with a captain and lieutenant in the castle of Porto Pin, and two men of war to transport the viceroy and his adherents, who were desirous to remove, sailed the twelfth, from Majorca, and passed through the Streights the twenty-first. The twenty-

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third, being off of the Southward Cape, he detached Sir George Byng, pursuant to orders he had received from the lord high admiral, with a squadron, towards Lisbon, and with the rest of the fleet, proceeded on his voyage home. He arrived, the sixth of October, at St. Helen's, came some days after to London, and, having waited on the queen, received from her that gracious and generous reception, which his long, eminent and successful services had so well merited.

I shall here leave Sir George Byng, to give an account of some other naval expeditions, which were begun before this time.



*Sir Stafford Fairborn's expedition to the river Charente, and his proceedings with a squadron off of Ostend.*

**S**IR Stafford Fairborn, vice-admiral of the Red, being appointed to command a squadron in the Soundings, repaired to Spithead in the month of April, where having made all possible dispatch to get his squadron ready, he was under sail the four and twentieth of the same month.

He had with him two third-rates, three fourth-rates, and one fifth-rate, being to join two other third-rates at Plymouth, as also the Centurion of fifty guns, if there, and another of forty, he having ordered the Milford to follow him.

His instructions from the lord high admiral, were to proceed, with all possible secrecy, to the mouth of the river Charente, and to use his utmost endeavours to take or destroy such ships or vessels, as the enemy might be fitting out from Rochefort, which commonly lie before the mouth of the said river, to take in their guns, stores, and provisions.

When he had done his utmost, in this attempt, he was to consider, at a council of war, what farther service might be performed against the enemy, in the bay, or on the French

coast, elsewhere, and endeavour to put in execution what should be agreed on; so as to return, by the middle of May, to Plymouth; in regard there might, by that time, be occasion for the ships, under his command, for other services.

According to his instructions, he was to have proceeded forthwith off of the river Charente; but was long obstructed by contrary winds. At length, he got off of that river, and, if the wind had favoured him, he was in a fair way of having burnt the enemy's ships before Rochel, a disposition being made for that purpose; but being frustrated in his hopes, he returned to Plymouth, the seventeenth of May, with some small prizes taken between the isles of Rhe and Oleron, where, likewise, they took and destroyed ten trading vessels with their boats.

At Plymouth, he received orders to come to the Downs, where, on the thirteenth of May, he received instructions to repair off of Ostend. He was ordered to take with him four ships of the third-rate, three of the fourth, four of the fifth, one fireship, two bomb-vessels, two brigantines, and as many sloops. And since part of the army in Flanders was to be detached to Ostend, in order to oblige that garrison to declare for king Charles III. of Spain, he was to employ the ships in such manner as might best conduce to the reduction of the said place, holding correspondence with the commander in chief before it. And if the duke of Marlborough should be present, he was to follow his orders, in case his grace should think it proper to employ the squadron, on any other service, besides that of Ostend.

Sir Stafford having, in compliance with his instructions, anchored near Ostend, and getting information that Newport was first to be attempted, he sent three small frigates to prevent their being supplied with provisions by sea, and kept his lesser ships, in the mean time, in constant motion, on the windward tides, to prevent any thing going into, or coming out



of the harbour of Ostend: But, soon after, it was resolved to block up Newport, and carry on the siege of Ostend.

There seemed to be but little hopes of attempting any thing on the ships by sea; because they lay in a cluster on the back of the town, and the entrance being long, narrow, and crooked, and besides defended by platforms: but Monsieur d'Auverquerque being of opinion, that two or three frigates might be of service at Furnes, to hinder the enemy's foot or horse from passing the gut at Newport, Sir Stafford dispatched some accordingly, tho' he believed the sands would hinder them from approaching near enough, for their cannon to reach the shore.

The seventeenth of June, the trenches were opened; and the nineteenth, before break of day, three shallops (as it was thought from Dunkirk) got into the town, notwithstanding the vigilance of our frigates and guard-boats, for want of a battery to the eastward of Ostend, which Sir Stafford proposed, when the army first came thither. The twentieth, the batteries for the cannon and mortars being ready on shore, and the besiegers being employed in planting them, Sir Stafford Fairborn went on shore, the twenty-second, to confer with Monsieur d'Auverquerque. It being resolved to bombard the place, the next day, the bomb-vessels (which had before done some execution) began, by break of day, to play again, in conjunction with them. Within a quarter of an hour, they observed the town to be on fire, in several places, and, by eight o'clock, in several more; insomuch that being battered, with such uninterrupted fury, both by sea and land, great part of their cannon were dismounted before night, and the place almost entirely ruined.

When the army begun first to fire from their batteries, Sir Stafford Fairborn ordered all the small frigates to get under sail, and stand as close in with the shore as possibly they could, and fire their broadsides into the town, which they effectually did, receiving themselves little damage; and this he intended

they should daily have done, but they were prevented by the badness of the weather.

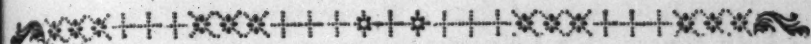
The five and twentieth, the besieged, not being able to hold any longer, against so continual and great a fire, beat a parly, at nine in the morning, and the capitulation being concluded the same night, the next morning the allies took possession of it, in the name of king Charles. But found it a heap of rubbish.

They found in the harbour two men of war, one of eighty, and the other of fifty guns, and about five and forty small vessels more, which were not comprized in the capitulation.

Father Daniel says the place was well defended by the count de la Mothe; but above ten thousand bombs having been thrown into the place, which had made it a heap of ruins, the menaces of the inhabitants, that they would revolt, a mis-intelligence between the French and Spanish garrisons, and a want of arms for the foldiers, obliged the count de la Mothe, at length, to capitulate, twelve (he should have said nine) days after the trenches were opened. Though but four days after the batteries began to play.

This affair being over, Sir Stafford Fairborn proceeded to Spithead, with the English and Dutch transport ships, and troops designed for a descent in France, with the earl of Rivers, of whose expedition with Sir Cloudesly Shovel, I shall now give an account.

Sir Thomas Hardy, who was with Sir Stafford Fairborn, as well in his expedition to Rochefort, as in that against Oostend, was afterwards appointed to command a squadron, in the Soundings, of whose success I shall say more afterward.



*Proceedings of Sir Cloudefly Shovel, with the fleet under his command.*

**B**ESIDES the other ways, which were, this year, made use of, to distress the common enemy, it was thought expedient to attempt a descent upon France, where the persecution of the protestants, and the heavy oppression of all the subjects, had prepared them to a general insurrection. The States General readily concurred in this design. About ten thousand men, land forces, were to be employed in this expedition, and commanded by the earl of Rivers, as general, and under him, by the lieutenant-generals, Erle, and the marquis de Guiscard, and two major-generals, the earl of Essex, and the lord Mordaunt.

Of this intended descent in France, Mr. Secretary Burchett makes not the least mention; but supposes these land forces to have been originally designed for the assistance of the king of Spain.

The command of the fleet was given to Sir Cloudefly Shovel, who hoisted his flag on board the *Britannia* at Portsmouth, the eighteenth of July. All the English forces being embarked, the fleet sailed to St. Helen's, the seven and twentieth, where the generals embarked the thirtieth, and lay in expectation of the Dutch squadron and transports, which were detained by contrary winds in the Downs.

The tenth of August, the wind being easterly, and a brisk gale, Sir Cloudefly, with the whole English fleet, set sail in the morning, believing the Dutch could not be far off, the wind having been fair the night before: But, whatever was the cause, they did not come to St. Helen's, till the twelfth, in the morning, which fatal delay proved the overthrow of the whole design; and was the occasion of the project of a descent being



laid aside; upon which the marquis de Guiscard, and the lord Mordaunt left the fleet; which was now ordered, with the land forces, for Lisbon.

When Sir Cloudesly Shovel arrived at Lisbon, he was to take under his command the squadron left there by Sir John Leake, when he came from the Mediterranean, under the conduct of Sir George Byng, who, in the interim, had detached a convoy home, with the empty transports and trade, and sent some ships of war, off Carthagera, at the request of the governor of that place, the better to support him, should he be attacked by the militia of Murcia, who since the retreat of the troops from thence, had advanced, and obliged Oriquela, a neighbouring town, to declare again for the duke of Anjou. And he afterwards received orders, to take under his command all others of her majesty's ships, that he should meet with, which were not employed on any immediate and pressing service.

The fleet met with very bad weather in their passage, and was dispersed; the *Barfleur*, a second-rate, sprung a dangerous leak, and was sent back again, and several others were much damaged. Sir Cloudesly himself arrived in the river of Lisbon, with no more than four men of war, and about fifty transports; but he found most of the rest arrived before him, and they all got in a few days after, excepting three or four transports, which were forced into Ireland. Finding here several empty transports, he removed the troops into them, from such others as were rendered unserviceable; and he sent two of the ships of Sir George Byng's squadron to Alicante, with money and necessaries for the army under the command of the earl of Galloway.

Soon after, the king of Portugal died, which put things in no small confusion at court: and the court of Spain at Valencia was in no less disorder, and not out of danger, from the superiority of the French and Gallo-Spaniards. It was therefore resolved, to proceed with the forces to Alicante, according

to the desire of the king of Spain, as soon as the damages they received in their passage from England could be repaired, and the fleet supplied with water and other necessaries. They were to have departed the latter end of December; but the evening before they intended to sail, the general received orders from England to the contrary.

In the month of December, the admiral having appointed some cruising ships to proceed to sea, as they were going out of the mouth of the river, the Portuguese forts fired at least threescore shot at them to bring them to an anchor, which he perceiving, sent orders to our captains to push their way thro', and accordingly they did so, without so much as returning one shot at the forts. The court of Portugal, upon his representing to them this barbarous usage, pretended that the officers of the forts had done it without orders, for that they were only directed to fire at, and detain a Genoese ship, whose master was indebted to the king. But the admiral being certainly informed, that this very ship was at the same time, lying before the walls of the city of Lisbon, and that the master of her was on shore transacting her business, he let them know, in a manner which became a person in his post thus affronted; that if they offered to attempt any such thing again, (for they had done it before to Sir John Leake, as has been related,) he would not stay for orders from his mistress, but take satisfaction from the mouth of his cannon.

And here it may not be improper to take notice of some very handsome actions performed by some of the ships, which Sir Cloudesly Shovel thus sent out to cruise; the Romney, of fifty guns, commanded by captain William Cony, being with the Milford and Fowey, two ships of the fifth-rate in Gibraltar bay, on the twelfth of December, they had intelligence that a French ship of sixteen guns, which had about thirty pieces of brass cannon on board, part of those that belonged to the ships of Mr. Ponti, which Sir John Leake had forced on shore, lay at an anchor, under the guns of Malaga; where

upon captain Cony, with the ship he commanded only, proceeded thither, (one of the fifth-rates being disabled, and the other having accidentally separated from him) and, notwithstanding the continual fire of the town, took her, and brought her off.

The six and twentieth following he gave chase to, and came up with another French ship, which proved to be the Content, of sixty four guns, which, to secure herself, got close under a castle, about eight leagues to the westward of Almeria; but captain Cony anchoring, and ordering the Milford and Fo-way to do the same, one ahead, and the other astern of him, they plied their guns on her, upwards of two hours, when she took fire, and after burning about three hours, blew up, losing thereby great part of her men. This ship Monsieur Villars, who cruised with a French squadron, between Cape Palos, and Cape de Gates, had detached, to bring out to him the aforesaid ship, with ordnance from Malaga.

On the eighth of July, (so I find it in Mr. Burchett, but it should probably be January) between twelve and one at night, captain Cony discovered, and gave chase to another ship, which was called the Mercury, carrying two and forty guns, and two hundred and fifteen men, but was lent by the French king to the merchants, which ship submitted to him, after the commander was slain, and several of her men were killed and wounded.

I shall therefore leave Sir Cloudesly and the earl of Rivers, and, after having mentioned two or three occurrences at home, give an account what our naval force in the West-Indies had been doing, since our last account from those parts.

The Duke of Marlborough having finished his campaign, and settled several important affairs with the States, sailed from the Maese, the fifteenth of November, being attended by several of her majesty's yachts and men of war, landed the next day at Margate, and two days after came to London. The parliament meeting, the third of December the house of com-



mons voted, the same day, That the thanks of that house be given to his grace the duke of Marlborough, for his eminent services to her majesty, and this kingdom, in the great and glorious victories and successes obtained over the common enemy, in the last campaign; which was performed accordingly by a committee, the next day: and his grace coming to the house of lords, the fifth, the lord keeper, by directions from their lordships, gave him the thanks of that house, likewise, in a very handsome speech.

The sixth, the commons ordered several estimates and accounts relating to the navy, to be laid before them, by the proper officers; and the next day, they being laid before them accordingly, they resolved that forty thousand men, including the eight thousand marines, at four pound a man *per menssem*, including the ordnance for sea-service, be employed and allowed for the year 1707. And that a sum not exceeding a hundred and twenty thousand pounds be allowed for the ordinary of the navy, for that year.

The nineteenth, was a particular day of triumph for the city of London, the standards and colours taken at the famous battle of Ramelies being, at the desire of the city, in an address to her majesty, that day ordered to be hung up in Guildhall, and they were brought thither, accordingly, from Whitehall, with great solemnity: and, the same day, the duke of Marlborough, with several other persons of distinction, dined with the lord mayor, at Vintner's-Hall.

The last day of this year, having been appointed by the queen to be observed as a thanksgiving, for the successes of the campaign; her majesty went, in great state, to St. Paul's, attended by the great officers of the crown, and both houses of parliament, where a sermon was preached by the bishop of Salisbury.



*Naval expeditions and transactions of the English, in America, to the conclusion of the year 1707.*

*Sir William Whetstone's proceedings with a Squadron in the West-Indies.*

**T**O give an account of this expedition, I must go back to the beginning of the year 1705.

The second of April, of that year, Sir William arrived at the Maderas, where having taken in wine, as usual, he proceeded, and saw the trade safe to Barbadoes, the Leeward-islands, and lastly, after having taken a brigantine and a sloop, in his passage to Jamaica, where he arrived the seventeenth (the author of the British empire in America, says the seventh) of May. The sixth of June, he sailed again, having left those ships there which were to convoy the trade home, and the thirteenth made the high-land of Carthagea.

The seventeenth, he gave chase to a ship, which was taken, after a dispute of two hours with those ships which were nearest her, and proved to be a ship of six and forty guns mounted, and a hundred and fifteen men, with some negroes. Plying then to the eastward, he discovered, off the river Grande, two sails, close in with the land, one of which, (a privateer of Martinica) being forced on shore, was burnt by her own men. The coast being thus alarmed, and no prospect of any immediate service, he returned to Jamaica.

The beginning of August, he detached the Mountague and Hector to cruise, before Puerto Bello and Carthagea, who took a French ship, of four and twenty guns, bound to cape François, with sugar, indigo, and between four and five thousand hides. The sixteenth of the same month, the admiral himself sailed again from Jamaica, and, the nineteenth, got

fair up with Hispaniola, where he met with such bad weather, that he, with great difficulty, got back to Jamaica, with his ships in a shattered and disabled condition.

Some time after, the Mountague, a ship of sixty guns, met, on the coast of Hispaniola, two ships, one of eight and forty, and the other of six and thirty guns, both laden, and bound for France, with which he engaged about an hour, till night separated them. They had a fair fight of them, the next day; but, by the cowardice of the officers, and backwardness of the sailors, they were suffered to escape.

This matter having been enquired into, at a court martial, the captain was honourably acquitted, but his officers dismissed.

Two fourth-rates, being afterwards sent in quest of them, met them, with some merchant-ships, in their company; but they were so intent on seizing the latter, of which they brought in five, that they gave the former an opportunity of escaping.

The senior captain was broke, for his ill conduct, by a court martial.

The author of the British empire in America, speaking of this matter says: The behaviour of several captains of men of war, in these parts, has been very infamous, and the nation has suffered much by it. The Bristol and Folkeston met with ten sail of merchant-men, bound from Petit Guavas to France, under convoy of two French men of war, one of four and twenty, and another of thirty guns, out of which captain Anderson, commander of the English, took six merchant-men, laden with sugar, cocoa, cochineal and indigo, and brought them to Jamaica; where, when he arrived, admiral Whetstone held a court of admiralty, and captain Anderson, with the other officers, were condemned to lose their commissions for not engaging the two French men of war.

About this time, there was a great want of stores and provisions in the squadron, nor could Jamaica furnish what was necessary; and, as an addition to this misfortune, the Suffolk,



where the rear-admiral's flag was flying, blew up, by an accident in the gun-room, where most of the men were killed, and seventy more, between decks, so burnt, that most of them died.

In the month of March 1706, the rear-admiral stretched over again to the coast of Hispaniola, but returned, without having done any service there. The beginning of June, having advice, that some French ships were at Petit Guavas, he put to sea, with one third-rate, two fourth-rates, two fifth-rates, and a fire-ship; but a strong lee current frustrated his design.

He soon after got advice, that Monsieur Du Casse was gone to Carthagena, with eight stout men of war, and that he was designed from thence to Puerto Bello, and afterwards (as it was said) for La Vera Cruz; besides, it was reported, that the ships to the windward would go to Havana, and stay there till Monsieur Du Casse joined them, from La Vera Cruz, so that they would then be in all sixteen.

The seventh of July, pursuant to orders from the lord high admiral, the Mountague and Folkston were sent to Newfoundland, to join the ships that might come thither from England; and the five and twentieth, commodore Kerr arrived at Jamaica, with a squadron from England.

A council of war being hereupon called; and Sir William Whetstone having advice, that some of the enemy's ships and galleons were at Carthagena, it was resolved to proceed in company thither.

Pursuant to this resolution, the rear-admiral and captain Kerr sailed from Jamaica, the eighth of August, and coming before the harbour of Carthagena, the eighteenth, a letter was sent to the governor, with some declarations, inviting him to submit to his lawful sovereign, king Charles, in answer to which he said, he knew no other king but Philip.

In the port were fourteen galleons, all lying close in with the town and unrigged, and as the Spaniards would not suffer any ships to enter there, or at Puerto Bello, so did not

the pilots, in the squadron, think it proper to force a passage; because of the narrowness of the port, and the shoals, unless we were first in possession of Bocca-Chica castle, and the other forts, since there was no turning for ships in such draught of water.

Nothing being therefore to be done there, Sir William Whetstone returned to Jamaica, and, as soon as the trade was ready, made the best of his way for England. Before Sir William sailed from England the cruizers of Jamaica brought in there eight prizes. One of them was a French merchant, very richly laden, commanded by one Cordier, and taken by the Experiment man of war, a privateer of Jamaica being in company; he arrived, the twenty-third of December, having left the company of the ships designed for farther service, in those parts, under the command of commodore Kerr, of whose proceedings I shall now give an account.

In his voyage from England, before he joined Sir William Whetstone, he saw the trade bound for Virginia and Newfoundland, about a hundred leagues into sea, and calling at Barbadoes, and the Leeward-Islands, (at the latter of which he left colonel Park, whom he had carried over to be governor of those islands) it was resolved, that his squadron should be re-inforced by the two fourth rates attending on Barbadoes, and the fifth rate at the Leeward-islands, believing Jamaica to be at that time in danger of the French.

About the time that colonel Park arrived at Antegoa, an Irish vessel from Belfast, having on board nine men and six boys, was attacked in sight of that island, by an open sloop, with fifty Frenchmen in her, and made so good a defence, that forty of the enemy were wounded, and the sloop was taken, and brought into Antegoa.

*Commodore Kerr's proceedings in the West-Indies.*

SIR William Whetstone being departed, commodore Kerr stretched, with his squadron, from Jamaica, over to the coast of Hispaniola, appointing the isle of Ashe for his rendezvous. His design was upon a French settlement called Port St. Louis, but finding it not practicable, (the pilots not being acquainted with the entrance into the port) it was determined to proceed to Petit Guavas, and the better to cover their design, to go to the northward of the island Guanava.

The thirteenth of September, the commodore ordered captain Boyce, with the Dunkirk's prize, and all the boats manned and armed, to endeavour the destroying of the enemy's ships, which might lie in the bays of Logane and Petit Guavas, but this attempt likewise miscarrying, they returned to Jamaica, where a mortality among the men obliged them to lie, the remainder of the year, without doing any further service.

The merchants of Jamaica (says the author of the British Empire in America) having been extremely abused by captain Kerr, and, thro' his negligence, or avarice, lost several sloops, bound thither, from the Spanish West-Indies, with plate, they resolved to apply to the parliament for redress; accordingly they employed Mr. Thomas Wood to be their agent in England, on this occasion, and he, with great industry and prudence, prosecuted the matter; so that justice was done the merchants on the offenders, and the chief of them had his commission taken from him, without hopes of ever being employed in her majesty's service more.

In the month of August of the year 1707, the French made an attempt on Carolina, and came with such an assurance of success, that they would allow the governor but an hour



to resolve, whether he would surrender the country, for the use of the king of France; but his answer was, he wanted not half a minute, he knew his duty, &c. and would not suffer the officers to say a word more. The French endeavoured to obtain by force what they could not by threats. But met with so brave and gallant a resistance, that of eight hundred men which they had on board their ships, three hundred were killed, drowned or taken, and among the latter ten officers, viz. their chief commander at land, his lieutenant, three captains of ships, four lieutenants, and a master, who together offered ten thousand pieces of eight for their ransoms.



*Sir John Jennings' proceedings in the West-Indies.*

SIR John Jennings being directed, as I have said above, to repair to Lisbon, to refit and victual his squadron, failed from thence, the fifteenth of October, but contrary winds preventing his reaching the Maderas, he bore away for Teneriff, and stood close into the bay of Santa Cruz.

He there discovered five ships near to the fortifications; upon which he sent some of the smaller frigates in to endeavour, by their boats, to cut their cables, and run them on shore; but the French and Spaniards fired so hotly, from the platforms they had raised, that it was not practicable to make any attempt with the boats, without laying some ships, in such manner, with their broadsides, that they might batter the forts, they therefore desisted from the attempt.

The fourth of November, he arrived at St. Jago, the chief of the Cape Verde islands, where he watered, and supplied his ships with some fresh provisions. He sailed again, the twelfth, arrived in Carlisle bay, at Barbadoes, the nine and twentieth, and sailed from thence, the fifth of December,

for the Leeward Islands. On his arrival at Monserat, he ordered the *Mary*, *Roebuck*, and *Faulcon*, to run down the Spanish coast, as low as Carthagena, and to join him at Jamaica, with what intelligence they could get of the galleons. Having touched at other of the Leeward Islands, and detached some of his ships to the rest, with the necessary supplies, he arrived at Jamaica, the second of January, 1707, where he found commodore Kerr's small squadron refitting, but very destitute of men, and got information that the galleons were still at Carthagena unrigged.

From Jamaica, Sir John sent the *Mary*, with a letter, and an account of the success of her majesty's arms, and of those of her allies, in Spain, to induce him to a submission to king Charles, offering, in that case, her majesty's protection, and to convoy the galleons to Spain; but he received the same answer as had been given commodore Kerr, with the addition, that he had fresh advices from Spain, which assured him the scale was turned in favour of king Philip, who was returned to Madrid, and had regained all the towns which were in possession of his enemies.

Upon this refusal, it was determined, in a council of war the seventeenth, that the whole squadron, excepting the *Northumberland*, a third-rate, which was disabled by the sickness of her men, should proceed to the bay of Carthagena, which they did accordingly; but the governor and general of the galleons persisting in their resolutions, Sir John departed thence, and having watered and fitted, in Blewfield bay, at Jamaica, set sail, the five and twentieth of February, and passing the gulph of Florida, with a favourable wind, arrived at Spithead, the twenty-second of April; being, likewise, followed by commodore Kerr, who was succeeded by commodore Wager.

Before commodore Kerr left Jamaica, he had advice by letters found in a prize, that a strong squadron was expected

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in those parts from France, under command of Messieurs Coetlogon and Du Casle, to convoy home the galleons, which were, however, in no readiness to accompany them.

*Sir John Munden's attempt to intercept a Squadron of French ships, going to the Groyne, and from thence to the West-Indies.*

**I**N the month of April, information was given to the earl of Nottingham, one of her majesty's principal secretaries of state, that about two thousand men were raised in Spain, and designed for the West-Indies, with the duke of Aberquerque, who was going viceroy to Mexico, and that it was determined he should be at the Groyne, on or about the 8th of May, N. S. where the soldiers were to embark, when the French ships, designed for that purpose, arrived.

The intercepting of these ships and troops being deemed an important piece of service, the earl of Pembroke (pursuant to a resolution of the cabinet council) sent orders to Sir John Munden, rear admiral of the Red, on the fifth of May, to take eight third-rate ships, at Spithead, together with two fireships, and to man them immediately out of other ships, there and at Portsmouth, that they might be fit for service.

This done, he was ordered with the first fair wind, to repair to such a station off the Groyne, where he might receive best intelligence of the enemy.

The twelfth of May, Sir John got clear of the land, with eight third-rates, a fourth-rate, called the Salisbury, and two small frigates, and then he first communicated to the several captains, the service they were going upon. He no sooner made the land of Galicia, than he sent the Salisbury and Dolphin into the shore, for intelligence, and the next



day he came to the appointed rendezvous, about fifteen leagues N. W. from Cape Prior, from whence, according to a resolution taken with the captains, they stood so near in that they might plainly see the Groyne, which was about four in the afternoon, and then stood off again for the rendezvous.

The Dolphin and Salisbury not coming back so soon as was expected, a council of war was held, the eighteenth.

The five and twentieth, at night, the vice admiral sent in a smack, with the Salisbury and the Dolphin, who the next morning brought off a Spanish boat, together with a French bark, and several prisoners, from whom they got intelligence, that there were thirteen French men of war bound from Rochel to the Groyne.

Upon this advice, Sir John carried a pressed sail, to get to the windward, in order to intercept them, before they could harbour themselves; and, on the seven and twentieth, he communicated his design to the captains, that they might prepare for battle. The next morning early, he discovered fourteen sail, between Cape Prior and Cape Ortegal, but they were too nimble for him, and got into the Groyne before he could possibly attack them; upon which having consulted the captains, and finding it impracticable to attack the French ships, in the harbour of the Groyne; and, besides, their water being near spent and the ships having received damage by bad weather, it was resolved the twentieth of June, to repair into port to refit.

The return of this squadron, without having effected any thing, occasioned a great clamour; for though the rear admiral himself, and all the captains in his squadron, did unanimously conclude, that at least twelve of the fourteen ships, which they chased into the Groyne, were men of war: yet it was afterwards known there were no more than eight ships of force, and the rest transports for the soldiers.

It was therefore thought necessary to have this matter thoroughly examined into, by a court-martial.

Accordingly, his royal highness (who was now entered on the office of lord high admiral) issued his orders for that purpose, to Sir Cloudesly Shovel, admiral of the white, who summoning a court at Spithead, the thirteenth of July, they came to the proper resolutions, after having taken the several articles exhibited against Sir John Munden under examination, in the presence of nineteen captains; by which resolutions Sir John Munden was fully acquitted.

*Sir George Rooke's expedition with the fleet to Cadiz, and the transactions of a body of land forces, under the command of the duke of Ormond, with a particular account of the ruining the French fleet, and Spanish galleons, at Vigo.*

**T**HE war against France and Spain being declared, as I have observed, the greatest diligence was used in fitting out the main fleet, as well as sundry squadrons, for particular services.

It was well known, that the French were making preparations for acts of hostility, and therefore more than ordinary pains were taken in equipping a very considerable squadron of ships, for an expedition to Cadiz, in conjunction with the Dutch. The design of this expedition was kept so secret, that it was uncertain whether it threatened France, Spain or Portugal, and so kept them all three in constant alarm.

This expedition was to have been commanded by the earl of Pembroke, (as high admiral) in person, had not his royal highness, prince George of Denmark, been appointed to that office.

The conduct of this expedition was now committed to Sir George Rooke, who, besides the command of the fleet, was

appointed vice admiral, lieutenant of the admiralty of England, and lieutenant of the fleets and seas of this kingdom; and the duke of Ormond, as I have said before, general of the land forces, which consisted, according to some, of seven thousand English and five thousand Dutch, all very well appointed. (Though some accounts make them but ten thousand in all.)

But, by a particular list, which the reader will find in the Appendix to the first volume of the annals of queen Ann, it appears, that the English were, including officers, nine thousand six hundred, and sixty three; and the Dutch three thousand nine hundred and twenty four, exclusive of officers; and therefore together, thirteen thousand five hundred and eighty-seven, without the Dutch officers,

The thirteenth of May, the admiral, on board the Royal Sovereign, having the union flag, on the main-topmast head, came to Spithead, together with Sir Cloudesly Shovel, on board the Queen, and the great ships that lay at the Nore. At the same time, rear admiral Fairborn arrived there from Ireland, with a squadron of men of war, having on board four regiments of foot, being part of the land forces above-mentioned.

The first of June, the duke of Ormond, with admiral Churchill, and Sir Henry Bellasis, arrived at Portsmouth; where his royal highness the prince came the next day, and the day following reviewed the forces which lay encamped in the Isle of Wight. The fourth, he took a view of the whole fleet, and honoured Sir George Rooke with his presence at dinner, on board the Royal Sovereign. The nineteenth, the fleet weighed from Spithead, and came to an anchor at St. Helen's. The twenty-second rear admiral Fairborn, and rear admiral Graydon, were detached with thirty English and Dutch ships, first to look into the Groyne, and if they saw any squadron of French ships there, to block them up; but if they found none, to cruise off Cape Finisterre, at ten or twelve leagues



distance, north-west; but the body of the fleet did not reach the Start till the twenty-first of July.

The next day they got off the Deadman, from whence continuing their course cross the bay of Biscay, with little wind, northerly, they reached the station for joining rear admiral Fairborn, on the thirtieth. The last of July, the Lime frigate was sent to the Groyne, in quest of admiral Fairborn, and returned the third of August, with advice, that neither he, nor any of the French fleet, were in the Groyne. Sir George hereupon made a signal for all the flag and land general officers to come on board him to a council.

About this consultation, the Dutch being apprehensive that, by this time the French Toulon squadron might be come into the ocean, were for continuing in this station, till admiral Fairborn had joined them; but in the end they agreed to the pinion of the English, which was to bear away towards Lisbon, in order to meet him.

About one in the afternoon, they bore away, and about two the Plymouth came into the fleet, with advice, that admiral Fairborn, with his squadron, was about nine leagues south-west from thence, and that captain Norris, in the Orford, had taken three French prizes, and the Dutch two. The seventh the admiral made the signal for all the cruisers to come in, and sent off the Lime frigate for intelligence. The next morning the Orford came into the fleet, from admiral Fairborn, as the admiral himself did with his squadron about noon, after having been reduced to great straits for want of provisions. Soon after, the whole fleet made the rock of Lisbon, towards which place Sir George sent the Kent and Pembroke frigates. On the ninth they returned, and the admiral and general having received all the advice they could from Mr. Methuen, her majesty's envoy at Lisbon, and the prince of Hesse, (the latter of whom, together with the son of the former, arrived the tenth, with the Adventure, L'Ayloff and Lime) concerning the state of Cadiz, a council of war, of land and sea olli-

cers, was called, the eleventh. The next morning, the cruisers brought three Tartans into the fleet, and the Isabella yacht brought advice from Lisbon, that four French men of war and four galleys were in the harbour.

They had asked leave of the governor to sink two of her majesty's ships, the Adventure and the L'Ayloff, which were then lying there, but were answered; That as the English were not their enemies, they were obliged to protect them, being under their cannon.

The same morning, Sir George made his signal to draw up in a line of battle, and steered away for Cadiz, which by noon, he had about six leagues distance. About five, the same afternoon, the fleet anchored in the Bay of Bulls, about two leagues from Cadiz, Rota bearing N. by E. and Cadiz E. N. E. The French men of war, and the galleys, which lay in the bay, retired within the Puntals.

The thirteenth, an hour before day, the duke of Ormond sent Sir Thomas Smith, quarter master general, with several engineers and officers, to view the backside of the island of Leon, to sound the shore, and to find out the most convenient place to make a descent, between the island of St. Pedro, and the town of Cadiz. Sir Thomas was in a barge with twelve oars, attended by the Isabella yacht, and two frigates. He found at his arrival near the islands, two hundred Spanish horse, who marched along the shore, as he rowed by; and multitudes of men, women and children, leaving the city of Cadiz in great consternation. Both the town and battery fired several shot at them, but without doing them any harm. At their return, about three in the afternoon, Sir Thomas brought his Grace the report; That there was one large and two smaller bays, very proper to make a descent.

While this was doing, says bishop Burnet, the officers by the taking of some boats came to know, that those of Cadiz had sent over the best of their goods, and other effects, to the port of St. Mary's, an open town over against it on the con-

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continent of Spain; so that here was good plunder to be got easily, whereas the landing on the isle of Cadiz was like to prove dangerous, and, as some made them believe, impracticable.

Upon a re-consideration of Sir George Rooke's instructions, the advices and intelligences they had from Mr. Methuen, and the prince of Hesse-Darmstadt, and the concurring information they had received from several fishermen taken on the coast, from whence it might be reasonable to conclude, the enemy had about four thousand disciplined troops in the town of Cadiz, besides burghers, and a thousand horse, of old troops, besides the militia, for the guard of the coast; and in regard the fleet could give no other assistance to the disembarkment, than covering their forces in their landing, and bombarding the town; and the impossibility of supplying the forces from the fleet in blowing weather; it was judged impracticable to attempt the island of Cadiz immediately, in these circumstances. But in consideration the taking of Fort St. Catherine's, and Fort St. Mary's, might facilitate the access of the fleet into the harbour, and annoying the town with our bombs, getting of better intelligence of their condition, and for supplying the fleet with water, which they began to be in want of, and trying the affections and inclinations of the people of the country to the house of Austria, it was resolved to land the forces in the Bay of Bulls, in order to reduce the aforesaid fort and town, and upon the success of this attempt, it might be considered what was farther to be done, in prosecution of her majesty's farther instructions, and that his grace the duke of Ormond should send a summons to the town, to submit to their lawful king, of the house of Austria.

Pursuant to this resolution, a boat was sent, at three in the afternoon, from the admiral, to Cadiz, with a flag of truce, and some declarations; and his grace the duke of Ormond sent a letter to the governor of that place, with whom he had been acquainted in the late war in Flanders, to invite him to surrender, intimating, that having served in Flanders



against the French, he hoped he would now declare in favour of the house of Austria, which he had formerly so faithfully served. The governor returned a civil answer, signifying, That he was much obliged to his grace for his good opinion of him, and his services in Flanders, and hoped he should do nothing to forfeit the same, nor against the trust the king his master had reposed in him.

A council of war, of the flag and general officers, was hereupon held, in which his grace the duke of Ormond was of opinion to land immediately in the island of Leon, the better to take advantage of the fright and disorder into which the sudden arrival of the confederate fleet had cast the city of Cadiz. In this council of war, says Bishop Burnet, in which their instructions were read, it was proposed to consider how they should put them in execution. O Haro, one of the general officers, made a long speech against landing; he shewed how desperate an attempt it would prove, and how different they found the state of the place, from the representation made of it in England. The greater number agreed with him, and all that the duke of Ormond could say to the contrary, was of no effect. Rooke, continues the bishop, seemed to be of the same mind with the duke, but all his dependents were of another opinion, so this was thought to be a piece of craft in him. In conclusion, the council of war came to a resolution, not to make a descent on the island of Cadiz; and without any regard had to the report made by Sir Thomas Smith, they adhered to this resolution; nor were there any orders given for bombarding the town. The sea was for the most part very high, while they lay there, but it was so calm for one day, that the engineers believed they could have done much mischief; but they had no orders for it: and indeed, says Burnet, it appeared very evidently, that they intended to do nothing but rob St. Mary's. A landing on the continent was, as I have said, resolved on; and the same afternoon, a boat was sent to Cadiz, from the admiral, with a flag of truce,

and some declarations. At five, the fleet weighed and came to an anchor, in ten fathom water, Rota bearing N. by E. and St. Sebastians, S. E. by S. about three miles off shore. That evening Sir George Rooke made a signal for a general council of war; and on the fifteenth, the forces began to land.

The general himself was in his barge, with the English flag, and baron Spar in another, with that of the emperor, putting the men in order; and in the mean while, the several small frigates were so posted, as they might best cover the forces, and annoy the enemy, who were placed on the shore to oppose them.

There happened to be a very great swell of the sea, inso-much that when the boats came near the shore, many of them were almost filled with water, and near thirty overset, which constrained the soldiers, some to swim on shore, and others to wade thro' up to their necks; and as by this unlucky accident some were drowned, so were great part of their arms rendered unfit for service.

The order and manner of their landing, together with the prudent instructions given by the duke for that end, being foreign to my purpose, I omit them, and shall only observe, that every thing was conducted in the most exact order, and with great regularity.

The Spaniards opposed the landing of our troops, with a body of horse; but the lieutenant-general, who commanded them, being killed in the action, some of them were taken prisoners, and the rest put to flight. The Dutch likewise received some damage from their fort, St. Catherine's; but the Lenox, one of our third-rate men of war, commanded by captain Jumper, bringing her broad-side to bear, soon obliged them to retire. Our small frigates in the mean time driving them from their batteries, on the left, the Dutch possessed themselves of the cannon mounted upon them.

The sixteenth, the forces marched towards Rota, which surrendered without striking a blow, and the general taking

his quarters in the castle, the army encamped before the place.

While these things were doing on shore, a council of war, of flag-officers, was held on board the *Liberty*, to consult how the bombardment of Cadiz might be most effectually put in execution. The field pieces, with four mortars, and proper ammunition, as also the dragoons and train-horses being put on shore, between the seventeenth and the nineteenth, the next day, the army marched to port St. Mary's, which they found deserted by the inhabitants, but full of riches; with which the soldiers made very free, and had their swing of plunder for several days; the plenty of wine found there, having, as it was said, in justification of the officers, rendered them ungovernable. Two hundred Spanish soldiers, who made a feint of defending a strong house, surrendered at discretion.

Both officers and soldiers (says bishop Burnet) set themselves with great courage against this tempting, but harmless enemy; some of the general officers set a very ill example to all the rest; chiefly O Haro and Bellasis. The duke of Ormond tried to hinder it; but did not exert his authority, for if he had made some examples at first, he might have prevented the mischief that was done: but the whole army running so violently on the spoil, he either was not able, or, through a gentleness of temper, was not willing to proceed to extremities. He had published a manifesto, according to his instructions, by which the Spaniards were invited to submit to the emperor; and he offered his protection to all who came in to him: but the spoil of St. Mary's was thought an ill commentary on that text.

The first night, the half famished and thirsty soldiers spent in the cellars of rich wines they had found out. The next day, their licentiousness being heightened by the fumes of their liquor, they proceeded to rifle and pillage the houses, in a most outrageous manner, not contenting themselves to take moveables, but breaking and spoiling what they could not carry away. And as this booty would have been of no

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use to them, unless they could secure it on board the fleet, they called the seamen to their assistance, who from seconds soon became principals, and pilfered whatever they could lay hands on, with more eagerness than the others. Nor did the plundering stop here: for the officers of the army themselves thought it prudence to share the sweetness and profit of a misdemeanor, which they could not hinder: nay, some went so far as to think themselves entitled by their eminent stations, to engross the greater part of the booty. For which purpose, they set guards on the avenues, and stopped all the meaner sort, that were carrying goods to the fleet, with which they stored their own magazines, and afterwards retailed them for ready money. Some churches fared no better than private houses, being despoiled of their most precious ornaments. Infomuch that the damage done the enemy was computed at three millions sterling. The duke of Ormond (who had so strictly forbid plundering) so highly resented the breach of his commands, that Sir Henry Bellasis, and Sir Charles O Haro were afterwards put under arrest for it.

The disappointment of the nation's hopes from this expedition, was certainly in a great measure owing to this mismanagement, and want of discipline, at Port St. Mary's. To fall upon a people (says the author of the life of queen Ann) in that manner, whom they should have treated as friends, to ravish the nups, plunder private houses, and even churches, was such an effectual method of provoking that bigotted people, that no success was to be expected afterwards but what was to be obtained by downright force.

The twenty-second, a party was sent back, under the command of colonel Pierce, from Port St. Mary's, to St. Catherine's fort, which surrendered after some opposition. From this time, to the seventeenth of September, was spent in councils of war, held, sometimes of the flag, and sometimes of the general officers alone, and, at other times, of both together, in representations and proposals made from one to the other;

and in exchanging of letters between the duke of Ormond, the admiral, and the prince of Hesse, (a tedious repetition of which, as they all ended in nothing, could not but be disagreeable to the reader.) During all which time nothing was done but a fruitless attempt of baron Spar's on the Mattagorda, an inconsiderable fort over against the Puntals. I shall therefore hasten to a conclusion of this unsuccessful expedition, to make way for a more particular relation of an action, which succeeded, and which ended more to the advantage of the confederates, as well as to the honour of all concerned in it.

After all these councils, messages, proposals and letters, which produced no resolution conducive to the design and expectations of the voyage, and all the forces being re-embarked, a general council of sea and land general officers was held on board the Ranelagh, where the point under consideration was, Whether it was adviseable to make a second attempt in Spain? And after some debate, the question being put, it passed in the negative; upon which it was resolved, that the fleet should take the first opportunity of proceeding for England.

The next day, the admiral made a signal to weigh, having a fine land-breeze; and bishop Burnet says, that some of the ships crews were so employed in bringing and bestowing the plunder, that they took not the necessary care to furnish themselves with fresh water, but the wind slackening they came to an anchor again. The nineteenth the fleet weighed anchor again, and plied some days with an easy and variable wind. During this time two letters were sent from Mr. Methuen, her majesty's envoy at Lisbon, one to the duke of Ormond, the other to Sir George Rooke, by which he assured them, that the king of Portugal would willingly assist in any thing that should be desired, not only in that port, but in any other ports of his dominions. A general council was thereupon called the twenty-second, but it was resolved to adhere to their former resolution. The twenty-third, the disposition was made for the squadron to be sent to the West-

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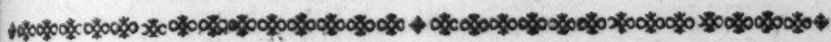
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Indies, which being compleated on the four and twentieth, the admiral made his signal for them to depart.

The same day, being off Cape St. Vincent, the English flag officers took into consideration several clauses in her majesty's instructions, relating to the wintering of several of the great ships abroad; but it was concluded not to be advisable, for several reasons.



*A particular account of the ruining the French fleet, and Spanish galleons at Vigo.*

SIR George Rooke, being on his way to England with the fleet, as I have said before, sent, the twenty-first of September, the Eagle, the Stirling-Castle, and Pembroke, with some transports, to water in Lagos bay. They arrived there the next day, and the land officers who were on board the Pembroke, going immediately on shore, they got intelligence, that the Spanish plate fleet, with a good convoy of French men of war, had put in at Vigo, a port in Galicia.

This discovery was made in the following manner: in company with these officers, went on shore Mr. Beauvoir, a gentleman of Jersey, and chaplain of the Pembroke. When they came to the town, they could find no body that could understand them, so that roving, for some time, from place to place, the chaplain, at length, espying a gentleman, who by his countenance and garb, seemed to be no Portuguese, and addressing himself to him in the French language, he proved to be the French consul, into whose favour Mr. Beauvoir had so far insinuated himself, that the other offered the use of his house, both for himself and some of his friends. They lay there two nights, in which time the chaplain having an opportunity of several conversations with the consul; the latter boastingly magnified the power of France, adding, that



his most Christian majesty would have such a potent fleet at sea next summer, that neither the English nor Dutch should dare to stir out of their harbours; for the proving of which, he gave the chaplain broad hints of Mr. Chateau-Renaud's being safe, not far off, with the galleons. On the twenty-fourth, in the evening, the chaplain being informed, that there was a gentleman come from Lisbon, bound for the fleet, and that he designed next morning to go on board one of the English men of war, his curiosity led him, to send to the gentleman, to acquaint him, that if he did not go on board that night, he would lose his passage, since the squadron was to sail very early next morning; and that if he pleased to go off, he had a boat at his service, and that he should be welcome on board the Pembroke. The gentleman having accepted of the invitation, and both of them now waiting on shore for the boat, Mr. Beauvoir asked the gentleman, what news? Great news, answered the other, for Chateau-Renaud is at Vigo, with thirty men of war and two and twenty galleons, being much the same number the French envoy had mentioned to the chaplain, whose curiosity encreasing, he enquired farther, who he was, and from whence he came? To which the gentleman replied, he was both a Spaniard and a German, that he came from Lisbon, was sent by the imperial ambassador, at that court, to Faros, in order to go on board the fleet, which they supposed to be still before Cadiz, but that coming thither, he found the fleet had passed by. And that being informed that an English squadron was in Lagos bay, he came to that town, to get him a passage, and that he had two letters, one for the prince of Hesse and the other for Mr. Methuen, jun. which contained the particulars of that important news, for the confirming of which he pulled them out of his pocket, and shewed them Mr. Beauvoir. The latter being satisfied with the truth of what the gentleman said, and at the same time, knowing that the prince of Hesse and Mr. Methuen were gone from on

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board the fleet for Lisbon, he had so much presence of mind as to conceal it from the messenger, lest he should refuse to go along with him, and so carried him on board the Pembroke, where they found the captain already a-bed; and the messenger being tired with his long journey, went also immediately to repose himself. However, the chaplain, impatient of discovering what intelligence he had got, bolted into the great cabin, awaked captain Hardy, and having acquainted him with the news of the French squadron and Spanish galleons being at Vigo, the messenger next morning confirmed the same, and produced his letters, but when he heard that the prince and Mr. Methuen were gone by sea to Lisbon, he was much surprized, and earnestly desired to be put on shore, which the captain agreed to.

This intelligence captain Hardy (afterwards Sir Thomas, and a flag officer) commander of the Pembroke, communicated to captain Wifhart, commander of the Eagle, and to the whole squadron. There was immediately a consultation of captains held, wherein it was resolved, that this news was of such vast importance that a ship should be sent to acquaint the admiral with it, and as captain Hardy had the best sailer, and was master of the intelligence, he was pitched upon to sail a-head to find out the fleet.

He was put upon so very difficult a piece of work, that had he not been a very experienced seaman, and eminently zealous for the service, he had scarce ever been able to have effected it; for to say nothing of the fleet's having taken various courses, by reason of the variableness of the weather, the head of his ship was loose, which endangered his masts, his ship very leaky, and himself and his men were reduced to two biscuits a day. However, bravely surmounting all those difficulties, and the pressing instances of his men to bear away to England, he traversed the seas, and cruised in quest of the fleet, till he found it.

The sixth (Mr. Burchett says the seventh) he joined it,

and acquainted the admiral with the news. He imparted the same immediately to the Dutch admiral, and having declared it his opinion, that they should directly set sail for Vigo, the Dutch admiral readily concurred, and Sir George having the next day called a council of flag officers, it was resolved to attempt them.

It was resolved that in regard the attempting and destroying the French and Spanish ships at Vigo, would be of great advantage to her majesty, and no less honourable to her allies, and in a great measure, to reduce the exorbitant power of France, the fleet should make the best of their way to that port, and fall on immediately with the whole line, if there were room sufficient for it, otherwise to attack the enemy with such detachments, as might render the enterprize most effectual and successful.

The fleet, pursuant to the resolution of the council of war, began to steer their course for Vigo, and the admiral having dispatched two frigates for intelligence, they returned on the ninth of October, at night, with a confirmation of captain Hardy's account, adding, that the enemy's ships lay up the river in Redondello harbour; and one of Sir Cloudesly Shovel's Squadron coming into the fleet the next morning, with advice, that the admiral was off Cape Finisterre, there was orders sent him to join the grand fleet; on the eleventh in the afternoon, the fleet came to anchor at Vigo, the weather having proved so hazy, that the town never discovered them till they were just upon it, and though they fired very thick from that place, yet the confederates took little notice of it. The French admiral, Mons. Chateau-Regnaud, to give him his due commendation, had taken all human precautions to secure his fleet.

He had not only drawn them up beyond a very narrow streight, defended by a castle on the one side, and platforms on both sides of the streight, whereon he had planted his best guns; but he had likewise laid athwart it a very strong



boom made up of masts, yards, cables, top-chains and casks fastened together with ropes, several yards in circumference, under-run with hawsers and cables, and kept steady by anchors cast on both sides of it: the top-chain at each end was moored to a ship of seventy guns. Within the boom, five men of war, of sixty and seventy guns each, were so moored, with their broad sides fronting the entrance of the streight, that they might fire at any ships that came near the boom and platforms.

Bishop Burnet says, he had not time to finish what he designed, otherwise the place had been inaccessible; but as it was, the difficulty in forcing this port was believed to be greater than any they would have met with, if they had landed on the isle of Cadiz. He adds, that as the Spanish Flota had put in at Vigo, Methuen, the queen's minister at Lisbon, sent advertisements to all the places, where he thought our advice boats might be ordered to call: Rooke had given no order for any to call, so held on his course towards Cape Finisterre; but when he received the intelligence (in the manner I have above related) he turned his course towards Vigo very unwillingly, as was said, and finding the advice was true, resolved to force his way in.

The harbour's mouth (says Mr. Burchett) is about the breadth of a shot from a musket, and on the entrance was a small fort, with a trench running about a quarter of a mile, whereupon was a battery of sixteen guns; and the harbour itself is surrounded in such a manner with hills, that it is capable of being made very strong. On the left hand was a battery of about twenty guns, and between that and the fort, on the right, a boom was placed athwart the harbour. Another account says, the breadth was about the third of a mile, with a battery of eight brass and twelve iron guns, on the north side, and on the south side a platform, with twenty stately brass guns, and twenty good iron guns; besides a stone fort with a trench about it, mounted with ten guns,

defended by five hundred men. The French men of war (continues Mr. Burchett) lay almost in the form of a half moon, a considerable distance within this boom, whereas had they anchored close to it, and laid their broad sides, to bear upon our ships, as they approached, we should, in all probability, have found the task much more difficult, but they had so great a dependance on the strength of the boom, as to think themselves sufficiently secured by that, and the batteries on both sides the harbour.

As soon as the confederate fleet came to an anchor, the admiral called a general council of land and sea officers, where it was resolved to attempt the forcing of the harbour the next morning.

For the better execution of the resolution taken in this council of war, the admiral spent a great part of the night in going from ship to ship, in his own boat, to give the necessary orders, and to encourage both officers and seamen to do their duty the next day.

The duke of Ormond was landed, in a sandy bay, about two leagues distant from Vigo, on the south side of the river, with between two and three thousand men; and meeting with no opposition in landing, his grace ordered the grenadiers, under the lord Shannon, and colonel Pierce, to march directly to the fort, which guarded the entrance into the harbour where the boom lay, which they executed with much alacrity and courage; and the duke himself, at the head of the rest of the forces, marched on foot over craggy mountains, to sustain the first detachment; at the same time, there appeared about eight thousand men between the fort and the hills, yet they made only a feint shew of skirmishing at a distance, and as the grenadiers advanced, they retired; and the former in like manner, driving before them another party of the enemy, followed them to the very fort, and bravely made themselves masters of the lower platform, whereon were eight and thirty pieces of cannon. Hereupon lieuten-

nant general Churchill's regiment advanced on the left, and took their posts as they saw most convenient: the batteries being taken, tho' (as Mr. Burchett observes) the French and Spaniards; according to report, had near twenty thousand men, at or near the place; (and indeed, continues he, had not the forts and the battery, at the end of the trench, been first taken, there would have been much more difficulty found in forcing the boom, and burning the French ships.) The enemy retired into an old tower or stone castle, and from thence, for some short time, fired briskly upon the English; but the grenadiers plying them warmly with their grenadoes, and pelting them with their fuzees, as soon as they appeared on the wall, M. De Sorel, a valiant captain of a French man of war, who commanded in the fort, having encouraged his men to make a daring push for their lives, opened the gates, intending to force his way through the English with sword in hand; but the grenadiers rushed immediately into the castle, made themselves masters of it, and took near three hundred French seamen, and fifty Spaniards, with their officers prisoners at discretion. A small party of the enemy endeavoured to make their escape through the water; but were stopped by a detachment of the Dutch.

As soon as the land forces were got on shore, the twelfth in the morning, the admiral gave the signal to weigh, the line was formed, and the squadron was briskly bearing up to the boom, when the van was got within gun shot of the batteries, it fell calm, so that they were necessitated to come to an anchor again. However, a fresh gale coming up, not long after, vice admiral Hopson, in the Torbay, being next to the enemy, immediately cut his cables, clapt on his sails, and bearing up directly upon the boom, amidst all the enemies fire, broke through at once, cast anchor between the Bourbon and L'Esperance, (or the Hope) two French men of war, which count Chateau-Renaud had placed near the boom, and, with unparalleled resolution, received several



broad-sides from them. The rest of vice admiral Hopson's division, and vice admiral Vandergoes, with his detachment, having weighed at the same time, sailed abreast towards the boom, to add the greater weight and force to the shock, but being becalmed, they all struck, and were obliged to hack and cut their way through; but a fresh gale blowing again, the Dutch vice admiral made such good use of it, that having his the passage, which the valiant Hopson had made, he boldly went in, and made himself master of the Bourbon. All this while admiral Hopson was in extreme danger; for being clapt on board by a French fireship, whereby his rigging was presently set on fire, he expected every moment to be burnt; but it very fortunately fell out, that the French ship, which indeed was a merchantman laden with snuff, and fitted up in haste for a fireship, being blown up, the snuff, in some measure, extinguished the fire, and preserved the English man of war from being consumed. However, the vice admiral received considerable damage in this action. For besides his having the fore-top-mast shot by the board, one hundred and fifteen men killed and drowned, and nine wounded, most of his sails were burnt and scorched, his fore-yard burnt to a coal, and his larboard shrouds, fore and aft, burnt to the dead eyes; infomuch, though he preserved the ship, he was afterwards obliged to leave her himself, and hoist his flag aboard the Monmouth.

For this good service, as well the officers as the men, when they came home, were deservedly rewarded, some with medals and chains of gold, and the rest according to their respective qualities.

At the same time, captain Bokenham, in the Association of ninety guns, laid his broad-side against a battery of seventeen guns, on the left side of the harbour, while captain Wyvell in the Barfleur, a ship of the like force, was sent to batter the fort on the other side. Thus for a long while, there was a considerable firing of great and small shot on both sides

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till the French admiral, seeing the platform and fort in the hands of the victorious English, his fireship spent in vain, the Bourbon taken, the boom cut, and the confederate fleet pouring in upon him, he set fire to his own ship, and ordered the rest of the captains, under his command, to follow his example, which was done in great confusion, yet could he not be so punctually obeyed, but that several men of war and galleons were taken by the English and Dutch.

To make this victory still more glorious and memorable, it was obtained with a very inconsiderable loss on the confederates side; for besides the damage received by vice admiral Hopson, as before mentioned, the Kent had only her fore-mast shot, and her boatswain wounded, the Association her main-mast shot, and two men killed, the Barfleur had her main-mast shot, two men killed, and as many wounded; and the Mary her boltsprit shot: of the land forces two lieutenants and about forty soldiers were killed, colonel Pierce was wounded by a cannon ball from our own men of war, in the thigh, and colonel Seymour, colonel Newton and Mr. Talmarsh, with about thirty private men were also wounded.

The number of men killed on the French side was much the same as that of the allies; but they had near four hundred officers and men taken prisoners, among whom were Monsieur d'Aliegre, commodore of the squadron, the marquis De la Galliffoniere, Monsieur De Sorel, and several other officers of note. Count de Chateau-Renaud, and the Spanish general, with some others made their escape; but Don Josepho Checon, the Spanish admiral, was made prisoner.

The consequence of this victory was a vast booty both of plate and other things, the value of which cannot well be computed. But though the duke of Ormond possessed himself of Redondella (where was found a great deal of plate belonging to the French officers which his grace caused to

be divided among the officers of his own fleet) and would have attacked Vigo, and wintered there, yet the circumstances of things would not allow it.

It came under consultation (says bishop Burnet) whether it was not adviseable to leave a good squadron of ships, with the land forces, to winter at Vigo. The neighbourhood of Portugal would have made it easy for them to be furnished with provisions and other necessaries. This might also encourage the king to declare himself, when there was such a force and fleet lying so near him: it might likewise encourage such of the Spaniards, as favoured the emperor, to declare themselves, when they saw a place of safe retreat, and a force to protect them. The duke of Ormond, upon these considerations offered to stay, if Rooke would have consented; but he excused it; he had sent home the victuallers, with the stores; and so he could not spare what was necessary, for such as would stay there; and indeed, he had so ordered matters, that he could not stay long enough to try, whether they could raise and search the men of war, and galleons that were sunk: he was obliged to make all possible haste home; and if the wind had turned to the east, which is ordinary in that season, a great part of our ships crews must have died of hunger.

The admiral sent his answer to, and opinion on the duke's proposals, by a letter in the following words.

My Lord Duke,

**I** HAVE just now received the favour of your grace's letter, and am ready and willing to do any thing I can that may contribute to the publick service; and if your grace thinks it safe to remain in this part of Spain, with the army I will venture to leave five or six frigates with you; though I can hardly think those ships safe any longer than they are at sea, considering that the French, who had such advantage

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were not; and, I believe, I can also leave your grace six weeks or two months provision for the army, which is the most I can do, great part of what was intended for that purpose, having been sent to the West-Indies. If your grace has any intentions to continue here, I believe it will be best to let the guns remain at the fort, I shall order our boats to Redondella to-morrow in the evening, to bring off the sick men, and then your grace will have time to determine, whether to march to Vigo, or to the place you propose for embarking the day following; and if you march to Vigo, I believe the prisoners should be sent to the other side, that they may not re-inforce that garrison. As soon as the frigates come in from Sir Cloudesly Shovel's station, I shall send an express to Lisbon, to give Mr. Methuen an account of our success here, as I shall the *Pembroke* to England, on Friday morning.

I am, &c.

George Rooke,

By this letter one would not imagine the fleet to have been so very destitute of provisions, as the bishop makes it; and I am apt to believe it genuine, because what Mr. Burchett says of this matter seems to be an extract of it, or rather a copy of the annals of queen Anne, which is so.

The sixteenth of October, Sir Cloudesly Shovel, with about twenty of her majesty's ships, joined the grand fleet from England; the next day, the duke of Ormond, with the land forces left Redondella; and on the nineteenth in the morning, the forces being embarked, the admiral sailed from Vigo harbour with one first-rate, four second-rates, three third-rates, one fifth-rate, four fireships, three bombs, and two yachts, together with several Dutch ships of war, and one of the galleons, which was rigged; and having a fine land breeze arrived in the Downs the seventh of November, from whence the great ships were brought to Chatham.

The wind continued favourable (says bishop Burnet) so they got home safe, but half starved. Thus (continues he) ended this expedition, which was ill projected and worse executed. The duke of Ormond told me (adds the bishop) he had not half the ammunition that was necessary for the taking of Cadiz, if they had defended themselves well: though he believed they would not have made any great resistance, if he had landed on his first arrival, and not given them time to recover from the disorder, into which the first surprise had put them. A great deal of the treasures taken at Vigo was embezzled, and fell into private hands: one of the galleons foundered at sea. The publick was not much enriched by his extraordinary capture; yet the loss our enemies suffered by it was a vast one, and to compleat the ruin of the Spanish merchants, the king seized on the plate that was taken out of their ships at their first arrival at Vigo.

I shall conclude this relation as I did that of the expedition to Cadiz, with an account that the French say of it: the confederate fleet (says F. Daniel) were more successful at Vigo than at Cadiz. The count De Chateau-Renaud was returning as convoy to the Spanish galleons, which were bound, very richly laden, from Mexico to Cadiz; but when he arrived within sight of that port, he found the fleets of England and Holland in possession of the harbour. He offered to convey them into some port of France; but to that they would not on any account give their consent; so he was forced to go into the port of Vigo. He took all the measures he possibly could to put this poor harbour into a posture of defence, and convey a great part of the gold and silver out of the galleons to Lago, within land. Not many days after, admiral Rooke appeared, and landing two thousand men, attacked the fort and the batteries which defended the port. The fort they took, after some resistance, and seized upon a battery, whilst the vessels broke down the boom which was laid before the haven. The count De Chateau-Renaud,

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when he found he had no hopes left, gave orders to the commanders of the ships and galleons, to set fire to them as soon as they had drawn out their men, while he threw a body of troops into the town and castle to defend them. They had time only to burn seven vessels, and to run four aground. Fifteen galleons were likewise burnt, and four run aground, and as many frigates. Five men of war and as many galleons were taken by the enemy. This action cost them nine hundred men killed or wounded. They took the Spanish admiral, Monsieur d'Aliegre, chief of a squadron, the marquis de Gallissoniere, Messieurs de Monbault, and la Maison-fort, captains of ships. The French lost Monsieur de la Rade and de l'Escalette, lieutenants, de Pont de Vesc, an ensign, Tricambaut, captain of a ship and Monsieur Du Plessis Liencourt. Among the wounded were De Camilli, Piemont, La Tour, Landry, la Valette, Marigni, Lambourg, Chatelet, the Chevalier Begon, the Sieurs de St. Victor and Hardi. The enemy attempted to make themselves masters of Vigo, but were repulsed by the prince De Barbanfon, governor of the province of Galicia, and by Mr. Renaud.

With this account, that of Monsieur De Larrey, and the relation written by a Spanish anonymous author of this expedition, perfectly agree: and all endeavour, by a general and summary account only to conceal the loss of treasure the Spaniards sustained.





*Naval expeditions to the coast of France.*

**I**N the year 1758, the French navy consisted of seventy-seven line of battle ships, and thirty-nine frigates from thirty-six to twelve guns each. The Spanish fleet consisted of fifty-two ships of the line, twenty-six frigates, from thirty to sixteen guns, thirteen zebeques, of twenty-four guns, four bombs, and four fireships. Mr. Pitt, having fixed his eye upon the sea ports of France, stationed two squadrons to block up the ports of Toulon and Rochfort, having had certain intelligence that the French were equipping two grand fleets in those ports, which were designed for the relief of Louisbourg.

Admiral Osborn had orders to cruize with a squadron between Cape de Gat and the Spanish port of Carthagena. M. de la Clue sailed with a squadron, but finding the Straights so well guarded, put into Carthagena. Five ships more sailed from Toulon, two of which got into Carthagena, and waited for the other three in the offing, in expectation of them. Admiral Osborn had stationed the Gibraltar frigate to watch their motions: she fell in with the three last, commanded by M. de la Quesne, who was going to North America, to have the command both at sea and land. She had led them such a wild-goose chase, that at three in the morning they found themselves in the midst of the English ships. Mr. Osborn perceiving some strangers, made them the signal, which they did not answer, but edged off; he fired a few guns at the Foudroyant, without any effect. Mr. Osborn made the signal for the Monmouth, Shrewsbury, and Hampton-court to chase the Foudroyant; the Revenge and the Berwick to chase l'Orpheus and Monarque, and the Montague to chase the other; these last drove her on shore below a small castle, which fired at them. The Monmouth gave chase to the Foudroyant,

and the *Revenge* to *l'Orpheus*; the *Monmouth* came up with her about seven, and the fire grew warm on both sides; and a little after one the *Foudroyant* struck to the *Monmouth*. Captain Gardener lost his life in the action. The *Monmouth* had only twenty-four and twelve pounders, the *Foudroyant* from twenty-two to forty-two pounders, so that the one was no more than a frigate, in comparison of the other; the one had one thousand men, and eighty-four guns, the other only four hundred and seventy men, and sixty-four guns. This *Foudroyant* was one of the best ships the French had, and the ship *Galiffonier* was in, when he met Byng off Minorca. The *Revenge* took *l'Orpheus*, and they were both carried into Gibraltar. This was one of the bravest actions the English had during the time of the late war; and so fine a ship as the *Foudroyant* will be for ever the pride of England, and the shame of France. Thus was their scheme for relieving Louisbourg defeated; M. de la Clue sailed back for Toulon, where his ships were laid up.

The enemy's embarkation at Rochfort had no better success. Admiral Hawke arriving at Basque Road the third of April, with seven ships of the line, and three frigates, drove six ships of the line, two frigates, and forty transports, with three thousand men, into St. Martin's, in the isle of Rhe, the wind not suffering him to come up with them. About four in the afternoon, the enemy's grand convoy of forty transports, with three thousand men, from Rochfort, escorted by five men of war, and seven frigates, were discovered off the isle of Aix, waiting for the other convoy, who had fled into St. Martin's; but observing the English squadron bear down upon them, they split their cables, and ran in great confusion; at six, their commodore made off, night coming on. Next morning, they made a most pitiful sight, both king's ships and transports lying on their broad sides; however for all the efforts of our admiral to take or destroy them, most of them got into Rochfort. The *Essex* of sixty-four guns,

with the Pluto and Proserpine fireships, fell in with twelve sail of transports, escorted by a frigate of twenty-two guns, and a letter of marque, of twenty guns; these they took, with one of the transports. This gave the finishing stroke to their efforts for the relief of Louisbourg, and the reinforcement of their army in North America.

Two squadrons, by the latter end of May, were in readiness for sailing. The greater under Lord Anson, the smaller under Commodore Howe, which was so designed to convoy the transports and to favour the landing and reembarkment. The land forces consisted of sixteen battalions, and nine troops of light horse; they were commanded by the late duke of Marlborough. They sailed from Portsmouth on the first of June; but as soon as the fleet set sail, the squadron of my Lord Anson separated from the rest, and bore off to the Bay of Biscay, in order to spread the alarm more widely, and to observe the French squadron in Brest. The other part of the fleet, which was commanded by Commodore Howe, with the transports, arrived without any accident in Cancale bay, at a small distance from the city of St. Malo. Here the troops landed on the fifth, without opposition, and having fortified a post near Cancale, (a post by nature well fitted for defence) for the security of their retreat, they marched in two columns to St. Maloes. When the army arrived there it was soon visible, that the town, strongly situated on a peninsula, communicated with the main land only by a long and narrow causeway, was by no means a proper object of a *coup de main*; and tho' for want of outworks, it was ill qualified to sustain a regular siege; yet our forces were, for want of strength and artillery sufficient, altogether as ill qualified for such an operation. They were therefore contented with setting fire to about an hundred sail of shipping, many of them privateers, which lay under the cannon of the town, and to several magazines filled with naval stores. The damage was very considerable; yet, what is to be remarked, the enemy did not fire





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a single shot on the detachment employed in this service. Having nothing more to do on this side, they retired to Cantele; and reembarked on the twelfth, with as little opposition as they met with at landing; the land and sea commanders having made all the dispositions with great judgment.

Before the fleet returned, they reconnoitred the town of Granville on the coast of Normandy; but finding that a large body of troops were encamped in the neighbourhood, they made no attempt there. From thence they moved towards Cherbourg, and made the proper dispositions for landing near that place; but a hard gale blowing into the shore, and the transports beginning to fall foul on each other, it became extremely hazardous to attempt landing. Besides, the provision was near exhausted, and the soldiers by being so long cooped up in the transports were grown sickly. It became highly necessary to return home; and they arrived at St. Helen's on the twenty-ninth of June.

The success of this expedition, by which the French suffered largely, with scarce any loss on our side, though it sufficiently answered the intention of this armament, fell somewhat short of the expectations of the public, who had formed much greater hopes than it was possible for the nature of such enterprizes to fulfil. However, their hopes were again revived; by seeing that every thing was prepared for another expedition, and that our armies and fleets were to be kept in constant action during the summer. The time was now come when we were to turn the tables upon France, and to retaliate by real attacks, the terrors which had been raised by her menaces of an invasion. The Duke of Marlborough had now taken the command of the English forces in Germany; and General Bligh succeeded him in this command. Prince Edward resolved to go upon the expedition, and to form himself for the service of his country under so brave and able a commander as Howe. It is easy to imagine, how much the spirit, the presence and example of the gallant young prince, who



went with the utmost chearfulness through all the detail of a midshipman's duty, inspired both into the seamen and the troops.

On the first of August, the fleet set sail from St. Helen's. In a few days they came to anchor before Cherbourg. The French had drawn a line strengthened by forts, along the most probable places for landing. They had drawn down three regiments of regular troops, and a considerable body of militia to the shore, and had in all appearance threatened a very resolute opposition to the descent of the English forces. But the commodore disposed the men of war and bomb ketches so judiciously, and made so sharp a fire upon the enemy, that they never ventured out of their intrenchments; so that on the sixth the landing was effected in excellent order, and with very little loss. The French who made so poor an opposition to the landing, had still many advantages from the nature of the ground which they occupied; but they neglected them all; and abandoning by a most shameful despair their forts and lines on the coast, they suffered the English to enter Cherbourg the day after the landing, without throwing the least obstacle in their way. It must be remembered too that the whole number of the English forces on this expedition, was rather short of six thousand men.

Cherbourg is on the land side an open town; neither is it very strongly defended towards the sea. The harbour is naturally bad. But the place is well situated, in the midst of the channel, for protecting the French, and annoying the English commerce in the time of war, and perhaps for facilitating an invasion on England itself. Monsieur Belidor the famous engineer, had demonstrated its importance, and proposed a plan for the improvement and defence of the harbour, as well as for the fortifications of the town. The plan was approved and partly put in execution, by the building of a mole, digging a basin, and making sluices and flood-gates with excellent materials, and at a vast expence. The work had been for a considerable time discontinued; but in this expedition, that work

of so much ingenuity, charge, and labour, was totally destroyed. Whilst our humanity regrets the unhappy necessity of war, we cannot help thinking that the English nation was freed by the success of this expedition, from what might one day be the cause of no trivial alarms.

When this work of destruction was over, all the vessels in the harbour burned, and hostages taken for the contributions levied on the town, the forces reembarked on the sixteenth with great speed and safety, without any interruption from the enemy, and with the same expedition, care and conduct, as they had been first landed; the army having continued ten days unmolested in France.

The nation exulted greatly in this advantage, especially as it almost accompanied the news of our glorious successes in America. Nothing was omitted to give the action its utmost éclat; the brass cannon and mortars taken at Cherbourg were drawn from Kensington to the Tower, quite through the city, in great pomp and order, adorned with streamers, attended by guards, drums, music, and whatever else might draw the attention of the vulgar.

In the year 1759 the French threatened England with three invasions; M. Thurot was to command a squadron from Dunkirk; the second was to be from Navre, and some other ports in Normandy, in flat bottom boats; the third was supposed to be against Ireland, and to be made for Vannis, in lower Brittany, to be commanded by the Duke de Aquillon. This embarkation was to be covered with a fleet, under M. de Conflans. But to disappoint and frustrate them, commodore Boys was stationed off Dunkirk, admiral Rodney to bombard Navre, where he did great execution, admiral Hawke blocked up the harbour of Brest, admiral Boscawen was stationed in the Mediterranean, and blocked up the harbour of Toulon, still stormy weather obliged them to return to Gibraltar. On the fourteenth of August the French slipped out, and proceeded to the Streights. The admiral, having intelligence in

two hours, followed them, with fourteen ships of the line and frigates. The enemy had twelve of the line, but their ships were larger and better manned, and had they fought in the line of battle, might have had success; but they separated their fleet and fled. Boscawen's ships being in good order pursued them, and engaged every one of them as they overtook them. The Ocean and the Redoubtable were run on shore, and burnt; the Ocean was commanded by the French admiral M. de la Clue, who escaped on shore after both his legs were shot off, and died soon after. The *Centaure* and *Moderle*, two capital ships, were taken; the shattered remains of their fleet got into the harbour of Cadix. This happened on the first of August.



*An account of admiral Hawke's engagement with the French fleet.*

**N**OVEMBER the fourteenth, a violent storm forced Sir Edward Hawke to quit his station off Brest. He came with his whole fleet to anchor in Torbay.

The French fleet availed itself of his absence to put to sea. The whole English nation was alarmed; but it was an alarm which produced no hurry or disturbance, but vigorous, cool and settled methods for defence.

And now the event of the whole war was put to the issue; for upon the good or ill success of this stroke every thing depended. Admiral Hawke lost not a moment's time to put again to sea, and to seek the French fleet. Both squadrons put to sea, on the same day; Sir Edward Hawke from Torbay, M. de Conflans from Brest. There was a difference of but one ship of the line in their forces.

It is impossible here to pass over the gallant behaviour of one of our admirals, as it helps to mark the genius and spirit





*S<sup>r</sup> Edward Hawke,*  
*Rear Admiral of the White*

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rit of this happy time, and as this is one of the finest instances of it. Admiral Saunders came into port from his Quebec expedition immediately after Hawke had sailed. After such a long voyage and so severe a campaign, unbroken by fatigue, and still insatiated with glory, he determined immediately to set sail again, and partake the honour and danger of the coming engagement. For this purpose no time was to be lost, and he had no orders. But he thought the exigence of his country sufficient orders; and he knew that at this time the letter of military discipline would never be set against its spirit. He therefore set sail without waiting for orders with ten ships; but fortune did not favour the generosity of his intention, and he did not join the British fleet time enough for the engagement.

As Sir Edward Hawke concluded that the first rendezvous of the enemies fleet would be at Quiberon, he directed his course with all diligence for that bay. But here again, fortune for a while seemed to declare for the French; for a strong wind blown in an easterly point, drove the English fleet a great way to the westward; but at length it became more favourable, and bore them in directly to the shore. About eight o'clock the headmost ships discovered the enemy bearing to the northward, between the island of Belleisle and the main land of France.

Hawke saw at last what he had so long, and so ardently wished for, (though hitherto in vain) the enemy in his reach. But there were such difficulties in his way, as would have checked a very cautious commander, or perhaps any commander in circumstances less critical to the public safety. On the slightest inspection of the chart it will appear, that this sea is sown thick with sands and shoals, and shallows and rocks; our pilots were by no means well acquainted with it; and the wind blew little less than a violent storm, and the waves ran mountain high. In these circumstances they were to attack a very strong squadron of the enemy on their own coast,



with which they were perfectly acquainted. All these difficulties only animated the English admiral. In one of the finest ships in the world, commanding the flower of the British navy, and seconded by some of the most tried and bravest officers in the service; and above all not dubious of himself. He ordered the ships nearest the enemy immediately to chase and, by engaging them, to give time for the rest of the fleet to come up.

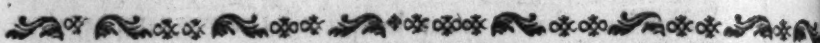
M. Conflans had two choices, either to fly, or to stand and fight it out. But he followed neither perfectly; for some time he appeared as if he meant to fight; but after giving the British ships time to come near him, when it was too late he crowded all the sail he could carry; at the same time he shewed an intention to keep all his squadron together.

At half an hour after two, the action began with great fury. In two hours the enemy lost three ships of the line, one struck, two were sunk outright. Hawke ordered his ship to reserve her fire, to pass by all the others, and to be laid along side of the *Soleil Royal*, the best ship in the French navy, and commanded by M. de Conflans; the master remonstrated on the almost inevitable danger of the coast. Hawke answered, "You have done your duty in this remonstrance; now obey my orders, and lay me along side the French admiral." A French ship of 70 guns, generously put himself between them; Hawke was obliged to bestow here the fire he had reserved for a greater occasion, and at one broadside sunk her to the bottom. The headmost of the English ships fired on the enemy as they came up to them, and then passed on to others, leaving those behind to improve their success, and destroy or take them; and by this method they had got up quite to the van of the enemy, and would have totally destroyed their fleet, had not night interposed to save them. Before night came on, the enemy's fleet was much dispersed, but in the eagerness of the pursuit, two of the English ships unfortunately run upon a sand, called the Four

and were lost. The enemy fled into their own coast. Seven ships of the line threw over board all their guns, and escaped into the river Villaine; about as many more got out to sea, and made for other ports.

Nothing could be conceived more dreadful than the night which succeeded this action. A violent storm blew all night long. It was pitchy darkness; a dangerous coast surrounded them on almost all sides. A continual firing of distress guns was heard, without knowing whether they came from friend or enemy; and on account of the badness of the night, our people were equally unable to venture to their assistance.

When morning came on, they found the French admiral had run his ship, and another called the *Heroe*, on shore; the first was set on fire by the enemy, the other by our seamen. Thus concluded this remarkable action, in which the French had four capital ships destroyed, one taken, and the whole of their formidable navy, in which consisted the last hope of their marine, shattered, disarmed, and dispersed. The long threatened invasion which was to repair their losses in every part of the world, was dissipated, and the credit of their arms broken along with their forces. The behaviour of the English captains and seamen, on the contrary, added as much to the glory of the British arms, as to the safety of their country. Perhaps there never was a naval engagement of such extent, in which no captain was accused, or even in any degree suspected of misbehaviour or cowardice; in which those who engaged, and those who did not, gave proofs that they were equally ardent in the service of their country.



*An account of the taking of Belleisle.*

**T**HE island originally belonged to the earl of Cornwall, but has been since yielded to the king: it contains only one little city, called Le Palais, three country towns, one hundred and three villages, and about five thousand inhabitants.

The town of Palais takes its name from a castle, belonging to the duke de Belleisle, in its neighbourhood, which is now converted into a citadel, which is a regular and strong fortification, fronting the sea, composed principally of horn-work and is provided with two dry ditches, the one next to the counterscarp, and the other so contrived as to secure the interior fortifications. The citadel is divided from the largest part of the town by an inlet of the sea, over which there is a bridge of communication; from the other part of the town and which is most inhabited, it is only divided by its own fortifications, and a glacis. There are three nominal harbours in this island, Palais, Sauzon and Goulfard. Every one of which labours under some capital defect, either in being exposed, shallow, or dangerous at the entrance. The only branch of trade carried on here is the curing pilchard.

From this state of the island, poor in itself, capable of little improvement, and so ill circumstanced in point of harbour, a sort of a dislike to the expedition began to arise. Several did not see of what considerable service such a conquest would be to England in time of peace, or of what prejudice to the enemy in time of war. They foresaw that it could not be taken without considerable expence; and on the whole they apprehended that when exchanges came to be made France would lay no great stress upon it. On the other hand



It was urged, that though the harbour were bad, yet small privateers might issue from thence greatly to the molestation of the French coasting trade; and that the fleet of England might ride between it and the continent in a well protected road. They imagined the possession of this island, if not of great detriment to the interest of France, would be a grievous wound to her pride; and that those circumstances which had formerly induced her to expend money on the fortifications here, and on the apprehension of an invasion to fill them with a powerful garrison, would likewise persuade her to set a value on the place when it came to be estimated in the treaty.

While they reasoned in this manner in England, the fleet under the command of commodore Keppel, and the land forces under general Hodgson, arrived before Belleisle on the seventh of April, and on the eighth agreed to attempt a landing on the south east of the island in a sandy bay near Lochmaria point. Here the enemy were in possession of a little fort; they had moreover entrenched themselves on an hill excessively steep, and the foot of which was scraped away. The attempt was made in three places with great resolution; a few grenadiers got on shore, and formed themselves; but as they were not supported they were for the greater part made prisoners. The rest of the army, after several very brave and repeated efforts, being wholly unable to force the enemy's lines or make good their landing, were obliged to retire with loss; what added to the disaster was that several of the flat bottomed vessels were destroyed or damaged in an hard gale which followed on our retiring from the shore. This made the prospect of any future attempt more unpleasing even than the first. In this attack we lost in killed, wounded and prisoners, near five hundred men.

Neither commander nor soldiers were however dispirited by this mortifying repulse. They resolved if possible not to return without effect, and then determined diligently to search

the whole coast in order to find a place more favourable for another attack. The view indeed was not encouraging. The island is naturally a fortification; and what nature had left undone to make it such, had been amply supplied by art.

It was a long time after this first failure before the weather would give our commanders an opportunity of a second trial: however they persisted with the utmost steadiness, and found at length a convenient situation. Not that it was a part of the coast less strong than the rest; on the contrary they built their principal hopes on the excessive steepness and difficulty of the rocks, which had rendered the enemy rather less attentive on this quarter. This arduous attempt was made at a bold rocky shore near the abovementioned point of Lochmaria. Besides the principal attack, two feints were made at the same time to distract the enemy, whilst the main body of war directed their fire with great judgment and effect on the hills. These manœuvres gave brigadier Lambert with a handful of men an opportunity of climbing up a very steep rock without molestation. This little body having thus prosperously gained the top of the hill, formed themselves in good order and without delay. April the twenty-fifth, they were immediately attacked by three hundred of the French, but they maintained their advantage with resolution until the whole corps of brigadier Lambert, which now had ascended in the same manner, arrived to their assistance, and repulsed the enemy.

The landing of all the forces was made good in a short time after. The loss in this daring and successful attempt was inconsiderable. In one or two places the enemy seemed disposed to make some stand; but the body of light horse, which was embarked in this expedition, soon drove them to the town, and laid all quite open to the intrenchments before it. The great difficulty now consisted in bringing forward the cannon, which were first to be dragged up the rocks,

and afterwards, for two leagues, along a very rugged and broken road. This necessarily took up some time. However the siege was commenced with vigour; and the garrison, commanded by the chevalier de St. Croix, a brave and experienced officer, threatened on their side a long and obstinate defence. The enemy made some sallies; one of them with considerable effect. Major general Crawford was made prisoner on this occasion. But our troops were only animated by these checks. A furious attack was made upon the enemy's lines which covered the town; and they were carried without much loss; principally by the uncommon intrepidity of a corps of marines which had been but newly raised. No action of greater spirit and gallantry had been performed during the whole war.

The town was now entirely abandoned, and the defence confined to the citadel. It was obvious, that as our fleet prevented all communication with the continent, and thereby cut off all hope of relief, the place must necessarily be reduced; but the chevalier de St. Croix was resolved to provide for his own honour, when he could not for the preservation of the place entrusted to him, and, since he could not maintain it, to sell it as dear as possible. Accordingly there was no mention of yielding, until the seventh of June, when there was no longer the slightest prospect of succour, and the place was by no means safely tenable. Then he capitulated, and the garrison marched out with the honours of war.

Thus was the island of Belleisle reduced under the English government, after a defence of two months. In this expedition we had about eight hundred men killed and wounded. The loss most regretted was that of Sir W. Peere Williams, a young gentleman of great talents and expectations, and who had made a distinguished figure in parliament. He had but newly entered into the service. He was shot in the night by having carelessly approached too near a sentinel of the enemy. He was the third gentleman of fashion whom,



in this war, the love of enterprize had brought to an honourable death in these expeditions to the coast of France.



*An account of the taking of Guadaloupe.*

**T**HIS island, which by Columbus (who discovered it) was called Guadaloupe, from the resemblance of its mountains to those of that name in Spain, was by the Caribbees called Karukera, or Carriceura. When he landed there, he and his Spaniards were attacked by a shower of arrows from women, who being soon dispersed, however, by his fire arms, they plundered and burnt their houses, where they found great quantities of honey, wax, iron, bows and arrows, and cotton spun and unspun, cotton hammocks, and looms for weaving, together with pompions, or a sort of pine-apples, maslich, aloes, sandal, ginger, frankincense, a sort of cinnamon-trees, and other fruits and herbs, different from ours. The birds he saw here were, large parrots, partridges, turtles, and nightingales; besides daws, herons, falcons, and kites. He found the houses here better, and fuller of provisions, than any he had seen in these islands. Mr. Gage, in his survey of the West-Indies, gives this account of it, from a voyage made hither by the Spaniards in one thousand six hundred and twenty-five. The naked Barbarians of this, as well as the other islands, used to be very impatient for the arrival of the Spanish fleets once a year, reckoned up the months by the moons, and when they thought the time drawing near, prepared sugar-canes, plantanes, tortoisés, and other provisions, to barter with them for iron, knives, and haberdashery wares. The Indians had round canoes like troughs, painted with the English, Dutch, and French arms; this being then a common port to all nations that sailed to America. The natives hair hung down to the

middle of their backs, and their faces were flushed and pinked. They had thin plates dangling at their noses, like hog-rings, and fawned upon the Spaniards like children.

This island is, according to Moll, fifteen miles N. W. of Marigalante: and 'tis reckoned thirty leagues N. W. from Martinico. 'Tis the largest, and one of the finest islands belonging to the French in those parts; being, according to father Tertre, near a hundred leagues in compass. He has exhibited a map of it, which represents it as divided into two parts by a channel about a league and an half over, called the Salt river, navigable only by canoes, that runs north and south, and communicates with the sea, on both sides, by a great bay on each end, of which, that on the north is called Grand Cul de Sac, and that on the south, Petit Cul de Sac. The eastern part of the island is called Grand-Terre, and is about nineteen French leagues from Antego point on the N. W. to the point of Guadaloupe on the S. E. and about nine leagues and an half in the middle, where broadest. M. Robbe, the French geographer, makes this part about fifty leagues in compass. The W. part, which is properly Guadaloupe, according to Laet, is subdivided by a ridge of mountains into Capes-Terre, on the W. and Basse-Terre, on the E. This is thirteen leagues and a half from north to south, and seven and an half, where broadest; and, according to M. Robbe, forty five leagues in compass. Both parts would be joined by an isthmus a league and an half in breadth, were it not cut through by the said canal. Labat says the French were obliged to abandon the part called Grand-Terre in one thousand six hundred and ninety-six by reason of the frequent incursions and depredations committed there by the English from Antigua and Monserrat. Besides, this part is destitute of fresh water, which is so plentiful in the other (properly called Guadaloupe, because it was first inhabited and discovered) that it has enough to supply the neighbouring islands. He makes the latter thirty five leagues in compass,

and the two islands together about ninety. The Salt River, he says, is about fifty toises, or three hundred foot over, at its mouth, towards the Great Cul de Sac, from whence it grows more narrow; so that, in some places, 'tis not above ninety foot over. Its depth is also as unequal as its breadth; for, in some places, it will carry a ship of five hundred tun, and, in others, it will hardly bear a vessel of fifty tun. 'Tis a smooth clear stream, above two leagues from the one Cul de Sac to the other, and finely shaded, for most part, with mangroves.

On the twenty-third of January the fleet came before the town of Basse-Terre, the capital of the island; a place of considerable extent, large trade, and defended by a strong fortress. This fortress, in the opinion of the chief engineer, was not to be reduced by the shipping. But commodore Moor, notwithstanding this opinion, brought four men of war to bear upon the citadel; the rest were disposed against the town, and the batteries which obstructed the landing. About nine in the morning a fire from all sides began, which continued with the utmost fury until night, when the citadel, and all the batteries, were effectually silenced. During this cannonade the bombs, that were continually showered upon the town, set it on fire in several places. It burnt without interruption the whole of this and the following day; when it was almost totally reduced to ashes. The loss was prodigious from the number of warehouses in the town, full of rich, but combustible materials. Nothing could be more striking, than the horror of the spectacle, from the mutual and unremitted fire of so many great ships and batteries, heightened with a long line of flames, which extended along the shore, and formed the back-ground of this terrible picture.

January the twenty-fourth, in this lively engagement, our loss was very considerable. The next day the forces landed without opposition, and took possession of the town and

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citadel. Notwithstanding this success, the island was far from being reduced. The country is rugged and mountainous, and abounded with passes and defiles, of a difficult and dangerous nature. The inhabitants had retired with their armed negroes into the mountains; and all seemed prepared to defend their possessions bravely, and to the last extremities.

General Hopson died on the twenty-seventh of February, and general Barrington succeeded him. He embarked part of his forces for the Grand-Terre, where colonel Crump attacked and reduced the towns of St. Anne, and St. Francois; whilst this attack diverted the enemy's attention, the general fell upon the strong post of Gofier, and possessed himself of it; and thus the Grand-Terre was in a manner reduced, and disabled from sending any relief to the other part.

There is a considerable mountain, not far from the town of Bassè Terre, called Dos d'Asne, or the Ass's back: thither a great part of the enemy had retired. It is a post of great strength, and great importance, as it keeps a watch upon the town, and at the same time forms the only communication there is between that town, and the Capes Terre, the plainest, pleasanter, and most fruitful part of the whole island.

It was not judged practicable to break into it by this way; and all the rest of Guadaloupe was in the enemy's possession. Therefore a plan was formed for another operation, by which it was proposed to surprize Petit Bourg, Goyave, and St. Mary's, and by that way to march into Capes Terre, which might be easily reduced. But this design failing, it was necessary to attempt those places by plain force. Colonel Crump landed near Arnonville, and attacked the enemy, strongly intrenched at a post strong by nature, called Le Corne. This was forced; another intrenchment at Petit Bourg had the same fate; a third near St. Mary's yielded

in the same manner. An opening being at last made into the Capes Terre, the inhabitants saw that the best part of the country was on the point of being given up to fire and sword; they came in and capitulated; their possessions, and their civil and religious liberties, were granted to them May the first.

Three small islands, near Guadaloupe, Deseada, Santos and Petit Terre, surrendered a few days after, and on the same terms.

This capitulation was hardly signed when the French squadron under M. Bompert appeared before the island, and landed at St. Anne's, in the Grand-Terre, the general of the French Caribbees, with six hundred regular troops, two thousand buccaners, and a large quantity of arms and ammunition. The capitulation was made at the most critical time; for had this re-inforcement arrived but a day sooner, the whole expedition had probably been lost.

Thus came into the possession of Great Britain this valuable island, after a campaign of near three months, in which the English troops behaved with a firmness, courage, and perseverance, that ought never to be forgot. Intolerable heat, continual fatigue, the air of an unaccustomed climate, a country full of lofty mountains and steep precipices, possibly strong by nature and by art, defended by men who fought for every thing that was dear to them; all these difficulties only increased the ardour of our forces, who thought nothing impossible under commanders, who were not more distinguished for their intrepidity and skill, than their zeal for the service of their country, and perfect harmony and good understanding that subsisted between them. There is nothing, perhaps, so necessary to inspire confidence in the soldiers, as to observe that the officers have a perfect confidence in one another.

It must not be omitted, that many of the inhabitants exerted themselves very gallantly in the defence of their coun-

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try. A woman, a considerable planter in the island, particularly distinguished herself; she was called *Madame Ducharme*: this amazon put herself at the head of her servants and slaves, and acquitted herself in a manner not inferior to the bravest men.

Soon after the reduction of Guadaloupe, the island of Margalante surrendered itself upon terms similar to those which were granted to the former island. This is a small island, but the conquest is of consequence, as the French by this are left no footing in the Leeward islands.



*An account of the taking of Martinico.*

THIS island, which the ancient Indians called Madanina, is not only the chief of the French, but the biggest of the Carribee Islands. It lies betwixt fourteen and fifteen degrees of north latitude, and between sixty degrees, thirty-three minutes, and sixty-one degrees, ten minutes west longitude, about twenty leagues north-west of Barbadoes. 'Tis near twenty leagues in length from north-west to south-east, but of an unequal breadth; and forty five, some say fifty leagues, or one hundred and thirty miles in compass.

Its air is hotter than at Guadaloupe, but the hurricanes here have not been so frequent and violent as in that or some of the other Carribee Islands. 'Tis hilly within the land, appears, at a distance, like three distinct mountains; and there are three rocks so situate, on the north side of it, that they make it look at a distance as if it consisted of three separate islands. It has not less than forty rivers, some of which are navigable a great way up the country. Besides the streams which, in the rainy season, water the dales and savanas, there are ten rivers that are never dry, which run from the mountains into the sea, and sometimes overflow their banks, to carry away trees and houses.



The coast abounds with tortoises, and has several commodious bays and harbours. Some of the hills are cultivated, and others overgrown with trees that afford shelter to wild beasts; and abundance of serpents and snakes. Tobacco grows on its steep ascents, which is better than that in the valleys; and as for the other produce of the island, 'tis the same with that of Barbadoes, viz. sugar, cotton, ginger, indigo, aloes, pimento, cassia, mandioca, potatoes, Indian figs, bananas, ananas, melons, &c. the first of which it produces in greater quantities than Barbadoes; it being computed, that here are made, one year with another, ten thousand hogsheds, each of about six hundred weight. The chief provisions here, besides the tortoise and hogs, are, Guinea-pigs, turkeys, wood pigeons, ortolans, frogs, and lizards.

The English fleet, after having rendezvouzed at Barbadoes, came before this island on the seventh of January, 1762. The troops landed at a creek called *Cas Navire*, without the loss of a man; the fleet having been disposed so properly, and having directed their fire with such effect, that the enemy was obliged in a short time to abandon the batteries they had erected to defend this inlet.

When the landing was effected, the difficulties were far from being at an end. It is true, that neither the number nor the quality of the enemy's regular troops in the island was very formidable. But the militia was numerous, well armed, and not unqualified for service in the only kind of war, which could be carried on in their country. Besides, the whole country was a natural fortification, from the number of ravines with rivulets between them, which lay from distance to distance. Wherever these grounds were practicable, the French had posted guards and erected batteries. It is easy from hence to discern what obstructions the progress of an army was liable to, particularly with regard to its artillery. These obstructions were no where greater than in the neighbourhood of the place, against which the first regular attack was proposed.

This town and citadel is overlooked and commanded by two very considerable eminences, called *Morne Tortonson* and *Morne Garnier*. Whilst the enemy kept possession of these eminences, it was impossible to attack the town; if they lost them, it would prove impossible to defend it. Suitable to the importance of those situations were the measures taken to render them impregnable. They were protected, like the other high grounds in this island, with very deep ravines; and this great natural strength was improved by every contrivance of art. The *Morne Tortonson* was first to be attacked. To favour this operation, a body of regular troops and marines were ordered to advance on the right along the sea-side, towards the town, in order to take the redoubts which lay in the lower grounds. A thousand sailors, in flat-bottomed boats, rowed close to the shore to assist them. On the left, towards the country, a corps of light infantry, properly supported, was to get round the enemy's left; whilst the attack in the center was made by the British grenadiers and the body of the army, under the fire of batteries which had been erected on the opposite side with great labour and perseverance; the cannon having been dragged upwards of three miles by the seamen.

The dispositions for the attack of this difficult post having been made with so much judgment on the part of the commander, it was executed with equal spirit and resolution by the soldiery. The attack succeeded in every quarter. With irresistible impetuosity the enemy's works were successively carried. They were driven from post to post; until our troops, after a sharp struggle, remained masters of the whole *Morne*: some of the enemy fled precipitately into the town, to the very entrance of which they were pursued. Others saved themselves on the *Morne Garnier*, which being as strong, and much higher, than *Morne Tortonson*, overlooked and commanded it. Thus far had they proceeded with success; but nothing decisive could be done, without the possession of the other emi-

nence, our troops being much molested by the enemy from that superior situation.

It was three days before proper dispositions could be made for driving them from this ground. Whilst these dispositions were making, the enemy's whole force descended from the hill, sallied out of the town, and attacked the English in their advanced posts; but they were immediately repulsed: and the ardour of the British troops hurrying them forward, they improved a defensive advantage into an attack, passed the ravines mingled with the enemy, scaled the hill, seized the batteries, and posted themselves on the summit of *Morne Garnier*. The French regular troops escaped into the town. The militia dispersed themselves in the country.

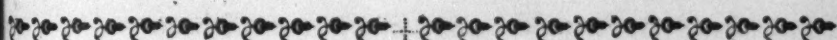
All the situations which commanded the town and citadel were now secured; and the enemy waited no longer then until the batteries against them were completed to capitulate, and to surrender this important place, the second in the island.

The capital of the island, St. Pierre, still remained to be reduced: this is also a place of no contemptible strength; and it was apprehended that the resistance here might be considerable, if the strength of the garrison in any degree corresponded with that of the fortifications, and with the natural advantages of the country. Our troops therefore were still under some anxiety for the final success of their work, and feared if not disappointment, at least delay. But the reduction of Fort Royal had so greatly abated the enemy's confidence, that the militia despaired of making any effectual defence. The planters also, solicitous for their fortunes, were apprehensive of having their estates ruined by a war too long continued, perhaps of losing all by passing the opportunity of a favourable capitulation. Influenced by these motives, and disheartened by the train of misfortunes which had attended the French arms here and in all other parts of the world, they resolved to hold out no longer; and general Monkton, just as he was ready to embark for the reduction of St. Pierre, was forced



hately prevented by the arrival of deputies, who came to capitulate for the surrender of that place, and of the whole island.

The surrender of Martinico, which was the seat of the superior government, the principal mart of trade, and the center of all the French force in the Carribees, naturally drew on the surrender of all the dependent islands. Grenada, a fertile island, and possessed of some good harbours, was given up without opposition. St. Lucia, and St. Vincent, the right to which had so long been objects of contention between the two nations, followed its example. The English were now the sole and undisturbed possessors of all the Carribees, and held that chain of innumerable islands which forms an immense bow, extending from the eastern point of Hispaniola almost to the continent of South America. And though some of these islands are barren, none of them very large, and not many of them well inhabited, they boast more trade than falls to the lot of many respectable kingdoms.



### *Expedition against Goree.*

GOREE is an island which lies at a small distance from the shore, and is a good road for shipping. It is all surrounded with rocks, and inaccessible every where, except at a little creek, situated E. N. E. about one hundred and twenty fathoms broad, and sixty fathoms long, inclosed between two points of land, one of which is pretty high, and called the Point of the Burying Ground; the other is much lower, and before it lies a sand bank, over which the sea beats with so much violence, that it may be perceived from a great distance. There is very good anchoring all around this island, and particularly in the above-mentioned creek; between it and the main land, the ships may ride secure from the greatest surges. It is a natural and most safe harbour. This island was yield-

ed to the Dutch in the year 1617, by the king of Cape Verd, and they built a fort upon the north-west side of it, on a pretty high mountain, very steep on all sides. But that fort not being sufficient to prevent any enemy's landing in the creek, they built another to secure their warehouses. It was taken by the English in 1663, and retaken by the Dutch some time after; but they did not keep it long, for the French made themselves masters of it in 1663, and demolished the forts, which they have since rebuilt. It is but small and barren, without any wood or water, but what the inhabitants preserve in cisterns. But its situation, harbour, and good anchoring all round, render it very considerable for those nations who have any settlements on that part of the African coast, that lies near it.

The squadron appointed for this expedition was commanded by Commodore Keppel, and consisted of seven ships of the line, and six hundred soldiers. On the twenty-fourth of December, the commodore, with all the ships, came to anchor in the road of Goree, about three o'clock, the island bearing S. W. by S. about four miles, and in eighteen fathom water. That day a bomb was ordered to proceed, covered from the fire by the Prince Edward, and to anchor on breast a small lunette battery, a little below the citadel on the north, the Nassau on breast of St. Peter's battery, the Dunkirk on breast of a battery to the northward, the commodore in the Torbay followed him, taking for his part the west point battery, and the west corner of St. Francis' fort; captain Knight in the Fougereux had to bring up the rear, and had to his share the mortar battery allotted him. After Mr. Keppel had given them all proper instructions, he wished them good success, desiring them to be as expeditious as possible, and perform their duty as became Britons. The Prince Edward and Fire Drake bomb bore down about nine, but were roughly handled by the fort, lieutenant West being much wounded. The admiral observing their mortars were too much charged, and went over the fort, gave orders for to remedy that fault, desiring them to

assist the Prince Edward and Fire Drake, whom the enemy seemed resolved to sink. The commodore also ordered the Nassau to assist the Prince Edward, but a calm ensuing, retarded the Torbay and the Fougoux. The commodore next brought up a-breast the angles of both the west and point batteries, and St. Francis' fort in such a manner, that when he was moored, the enemy could not bring a gun from thence to bear upon him, and there could nothing reach him with advantage, but two guns off St. Peter's, and three from a small lunette in the way to St. Michael's, and their firing was almost silenced from the other ships, so that the Torbay had a battery to attack almost deserted. She made such a continued infernal fire, that it was impossible for the French soldiers to stand to their quarters, so that in a little time the governor surrendered at discretion. The commodore sent a party of marines on shore, who took possession of the island, and hoisted British colours on fort St. Michael.

During the whole time of the attack lieutenant-colonel Worge, who had the command of the soldiery, had his troops embarked in flat bottomed boats, disposed and ready at a proper distance with the transports, to attempt a descent when it should have appeared proper. They took three hundred prisoners, besides a great number of blacks, with all their cannon, military stores, &c.



*Expedition against Senegal.*

THE island of Senegal is situated about three leagues within the mouth of the river of that name. Although it is something less than three English miles in length, but little more than four hundred yards broad, and the whole of it hardly any thing else but a kind of white sand bank, yet the director general for the French East-India company resided there,



though the principal ware-house of that company was a pretty deal higher up the river at Podar.

The most important production of Senegal is the gum so called, of which great consumption is made in the process of several manufactures here in England, particularly that in printed linens, which has so increased of late years, as to raise that drug to a very high price. It much resembles gum arabic in many respects, but generally comes in much larger drops, usually of an oval form, some of the bigness of a small egg, and others yet larger: Their surface is rough and wrinkled: It is a very hard, but not a tough gum, considerably heavy, and of a very fine and even inward texture. When broken it is found to be a pale brown colour. It has no smell and but little taste. If held in the mouth it will melt, though slowly, and is entirely dissolvable in water, but not at all in oils or spirits. The French had it from the country people, who collect it on both sides of the river, partly for merchandize, and partly for their own use. They dissolve it in milk, and in that state make it a principal ingredient in many of their dishes, and often feed on it thus alone. It is yet uncertain from what tree this gum is produced.

The natives of Senegal are of a deep copper complexion, of an extreme lazy disposition, and, on that account miserably poor, yet endowed with a wonderful docility when strangers take pains to instruct them.

The hottest summers in Europe would be winters in Senegal; all is a burning sand, abounding in many places with tygers, crocodiles, and huge venomous serpents, some of them from forty to fifty feet long.

The nights are amazingly serene, and the stars shine with a vivacity to which the Europeans are altogether strangers. The inhabitants, as surprising as it may seem, are well acquainted with those clusters of stars which form the principal constellations, called the Lion, the Scorpion, the Eagle, Pegasus, Orion, &c. to which they have given names that have no man-

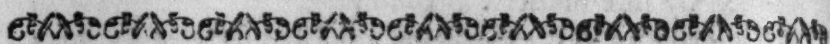
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ner of relation to those of the antient Greeks and Arabians, still retained by our modern astronomers.

The squadron for this expedition consisted only of six ships, commanded by captain Marsh, having on board a detachment of matrosses. This little squadron sailed from England without noise or suspicion on the ninth of March, and arrived without any accident in the river Senegal on the twenty-fourth of April. On the twenty-ninth they got over the bar, but the shallowness of the water made them lose two of their small vessels. The enemy, with seven vessels, three of which were armed with twenty guns, made a shew of attacking our small craft, but were soon repulsed, and obliged to retire. We landed this day seven hundred marines and seamen, and got the artillery on shore. The men lay on their arms all night, and were preparing next morning to attack Fort Lewis, the strongest fort on the river; but a flag of truce was thrown out, and they sent deputies to our camp, from the superior council of Senegal, with the articles upon which they would capitulate. They were accepted by captain Marsh. Upon which the French soldiers marched out on the first of May, and our forces took possession of the fort, and all the vessels in the river, with the keys of the stores, papers, &c. and all the settlements up the river submitted to him, viz. Galem, Goru, Joal, Gambia, and Bisseux.

The Senegal factory supplied the company in Old France with five hundred slaves, four thousand hides, one thousand two hundred quintals of gum, twenty quintals of elephant's teeth. The other factories supplied them with two thousand four hundred slaves, eight hundred and fifty quintals of elephant's teeth, four hundred and fifty quintals of wax, and fifty marks of gold, besides oxen, sheep, ambergrease, ostrich feathers, &c.



*An account of the expedition to Louisbourg and Cape Breton.*

**T**HE isle of Cape Breton (by the French called Isle Royale) is situated between the forty fifth and forty seventh degrees of N. lat. and with Newfoundland (from which it is but fifteen or sixteen leagues distant) forms the S. entry of the bay or gulph of St. Laurence. The strait which separates it from Acadia (or New Scotland) is in length about five French leagues, and one in breadth, and is called the passage of Canso. The length of this island from N. E. to S. W. is scarcely fifty leagues, and its greatest breadth from E. to W. does not exceed thirty-three. Its shape is very irregular, being so deeply indented with rivers and lakes, that the north and south parts are only joined by an isthmus of about eighteen hundred feet broad, which separates the bottom of the bay of Toulouse from several lakes called Labrador. These lakes discharge themselves into the eastern sea, by two channels of unequal breadth, formed by the isle of Verderonne, or de la Boularderie, which is seven or eight leagues long.

The climate of this island is not very different from that of Quebec and, though the fogs are more frequent here, the air is not reckoned unhealthy. The soil is not alike good, though it produces trees of all kinds. Here are oaks of a prodigious size, pine-trees fit for masts, and, in general, all sorts of timber. The most common kinds, next the oak, are the cedar, the ash, the maple, the plane, and the asp. Fruit trees, especially the apple; pulse and roots, wheat, and the other grains necessary to life, are less abundant here, as well as hemp and flax, though as to quality, they thrive as well as in Canada. It has been observed that the mountains here

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may be cultivated even to the top; that the best lands are such as incline to the south, being defended from the N. and N. W. winds by the mountains which lie on the side of the river St. Laurence.

Domestic animals, such as horses, black cattle, sheep, swine, and poultry thrive well. Hunting and fishing yield the inhabitants a plentiful subsistence, for a great part of the year. Here are several good mines of excellent coal, which, as they lie on the mountainous parts of the isle, have no need of digging for them, or of making drains to carry off the water; there is also lime-stone. No place in the world is esteemed to yield such plenty of cod, or to have greater conveniences for drying it. Formerly the isle was well stocked with game, which is now scarce, especially the elk: their partridges are of the size of a pheasant, and resemble them in their plumage. The fishery for seals, porpoises, and sea cows is easy, and very profitable from its plenty.

All the ports of this isle lie from the E. inclining to the S. for fifty-five leagues, beginning from Port Dauphin to Port Toulouse, which last lies near the mouth of the passage, or streight of Canso. All the rest of the coast scarce affords anchorage, but for small barks in the little bays, or between the isles. The northern coast is very steep and inaccessible, as is also the western side, till you meet the straits of Canso, which, when you have passed, you meet Port Toulouse, formerly called Port St. Peter. This harbour lies between a kind of gulph, called Little St. Peter, and the isles of St. Peter, opposite to the Isles de Madame, or de Maurepas. From thence proceeding N. E. you meet the bay de Gabaron, whose entrance, which is twenty leagues from the isles of St. Peter, is a league full of islands, and rocks. Ships may sail close to all these islands, some of which lie off a league and an half from the continent. This bay is two leagues deep, and has good anchorage throughout.

The port of Louisbourg, or English harbour, is but a

league distant, and one of the best in all America. It is about four leagues in circumference, and has, in every part of it, six or seven fathom water. The anchorage is good, the ships may run ashore on the sands without danger. The entrance is not above two hundred toises broad between two small isles, and is known twelve leagues off at sea by the cape of Lorembec, which lies a little to the N. E. Two leagues further is the Port de Baleine, or Port Nove, of difficult access, on account of some rocks, which are covered when the sea runs high. It will not admit of ships above three hundred tons, but those under that burden may lie safe here. From hence it is but two leagues to the bay of Panadou, or Menadou, the mouth of which is about a league broad, and the length of it two. Almost opposite lies the isle of Scatari, formerly Little Cape Breton, which is near two leagues long, and is only separated from the bay of Mira by a very narrow peninsula. The entry of this bay is about two leagues broad, and it is eight deep. It grows narrower as you sail up, and several rivulets, or rather small rivers, discharge themselves into it. It is navigable six leagues for large vessels, which may find good anchorage, and lie safe from all winds. Besides the isle of Scatari, there are several smaller isles and rocks, always dry, and which may be seen at a good distance: the largest of these rocks is called Ferillon. The bay of Morienne, which lies a little higher, is separated from the bay of Mira by Cape Brule, and a little higher, is the isle Platte, or the isle de Pierre à Fusil (Flint Island.) Between these islands and rocks there is good shelter, and sufficient depth of water.

Three leagues farther to the N. E. lies Indiana, a good harbour, but only capable of small vessels. From hence it is two leagues to Spanish Bay, which is a fine port; its entry is not above one hundred feet over, but it widens as you go in, and at a league's end divides itself into two branches, each of which is navigable for three leagues. Both those ports are

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good, and might be improved at a small expence. From Spanish Bay to the lesser entry of Labrador is two leagues, and the island which forms the greater and lesser entry is as long. The Labrador is a gulph about twenty leagues in length, and three or four over in the broadest part: from the grand entry of the Labrador to Port Dauphin, or St. Ann, is a league and an half: there is safe anchorage among the isles of Sibon. A narrow slip of land closes this port, so as only to admit of one vessel at a time. The harbour is two leagues in circumference, and so land-locked by the high-lands and mountains which surround it, that you scarce feel the wind; besides, ships may lie close to the shore. As all these ports and bays lie so close to each other, it would be easy to make roads of communication by land, from one to the other, which would be, in winter, of great benefit to the inhabitants, as it would save them the trouble of going round by sea.

This isle is able of its own growth to supply France with fish, train-oil, pit-coal, lime, and timber for building, and furnish New France with the commodities of Old France at a cheap rate: and the navigation from Quebec to Cape Breton will make very good sailors of such as are now useless, and even a burthen to the country.

That another considerable benefit to Canada, from a good settlement in this island, would be, that boats and small craft might be sent from thence to fish for cod-fish, and others affording oil at the mouth of the river St. Laurence. These vessels might be sure of disposing of their cargoes in Cape Breton, and there stock themselves with French goods. Or vessels might be sent to France from Quebec loaded with the commodities of the country; there they might load with salt for fishing in the gulph, and afterwards return to Cape Breton with cargoes of fish, and there dispose of it, and with the produce of these two voyages purchase the merchandises of France to traffic with in Canada. It is proper here to ob-



serve, continues the memorial, that what hindered the Canadians from fishing in the gulph, at the mouth of the river St. Laurence, was their being obliged to carry their fish to Quebec, where they would not yield enough to pay the freight and seamen's wages, on account of the length of the voyage; and if they were so lucky as to make any profit, which was very seldom, it was not considerable enough to engage the colony to continue the trade.

But the two colonies (at Cape Breton and Quebec) assisting each other, and their merchants growing rich by traffic, they might enter into associations and companies for undertakings beneficial to themselves, and consequently to the French nation, were it only to open the iron mines, which are in such plenty in the countries about the three rivers; for then the mines in France, and its woods might have rest, or at least we should not be obliged to Sweden and Biscay for iron,

Besides, ships which go from France to Canada always run great hazards at their return, unless they make this voyage in the spring. But the small vessels of Quebec run no risk in going to Cape Breton, because they chuse their own time, and have experienced pilots. They have two voyages in a year, and so save the ships of France the labour of going up the river St. Laurence, and shorten their voyage by one half.

It is not only by promoting the consumption of commodities in France, that such a settlement would be beneficial to the kingdom, but as it lies convenient for disposing of its wines, brandy, linens, ribbands, taffetas, &c. to the English colonies; which commerce will be a very material article, because the English would furnish themselves at Cape Breton, and at Canada, with all these merchandises, not only for the continent, where their colonies are very populous, but also for their islands, and those of the Dutch, even tho

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the importation of French commodities were not openly permitted.

In short, nothing is more likely than such a settlement to engage the merchants of France in the cod-fishery, because the isle of Cape Breton, furnishing Canada with merchandise, the vessels employed in this fishery will take in their lading half in salt, and half in wares, by which means they will make double profit; whereas at present they are only laden with salt. To this we may add that the increase of our fishery will enable France to furnish Spain and the Levant with fish, and so bring a great deal of money into the kingdom.

The whale-fishery, which is also very plentiful in the gulph, towards the coasts of Labrador, and in the river St. Laurence as far as Tadoussac, might also be reckoned one of the most solid advantages of such an establishment. The ships which go on this expedition might load in France with merchandise, which they might sell at Cape Breton, or leave in the hands of their American factors. They might provide themselves with casks on the spot, and then set out for the fishery, which is the more commodious in those parts, in that it is made in the summer, and not in the winter, as in the northern parts of Europe, where the fishing boats are surrounded with ice, so that the whales are often lost after they are struck with the harpoon. The ships thus employed would gain not only by the merchandise, which they carried to Cape Breton, but also by the fish, and thus double profit would be made in less time, and with less hazard, than what is made in the North with only whale-oil, and the money expended in Holland for that commodity would be saved to the nation.

It has been already observed that the isle of Cape Breton has plenty of trees for masts, and timber for building of its own growth, and besides lies convenient for importing them from Canada; this must augment the mutual commerce of

these two colonies, and furnish an easy way for building of ships here. All things necessary may easily be imported from Canada; and would cost much less than in France, and might enable us to sell ships to foreigners, of whom we now purchase them.

Lastly, there is no safer or more convenient retreat for ships bound from all parts of America, whether chased by enemies, surprized by bad weather, or in want of water, wood, or provisions. And in time of war, this port might send out cruisers to ruin the trade of New England, and seize the whole cod-fishery——

On the cession made of Placentia and Acadia to the crown of England by the peace of Utrecht in one thousand seven hundred and twelve, the French having no place where they could either safely cure their cod, or pursue the fishery, but Cape Breton isle, they found themselves under a necessity of making a settlement, and fortifying themselves in this place.

The first thing they did was to change the name, calling it Isle Royal. The next step was to chuse the place for settling the colony, and it was long in suspense whether they should fix on English Harbour (now Louisbourg) or port St. Ann (now Port Dauphin.)

The former (Louisbourg, or English Harbour) has been already described, as one of the finest ports in America. The cod-fishery is excellent, and continues from April to the end of December; but the soil is barren all round, and it would cost immense sums to fortify it, as there were no materials to be had for that purpose in the neighbourhood. Besides, there was not anchorage room enough in the harbour for above forty fishing vessels at a time.

On the contrary, the port Dauphin or St. Ann, (as before described) had both the advantages of a surer road, a more difficult entry, and a safer port within: add to this, that all the materials for fortifying the place, and building a town,



were to be had on the spot. The adjacent country was fertile, and full of wood, and the fishery equally good as at Louisbourg, only with this difference, that the westerly winds made it impracticable to fish in boats here, though it was as easy to do it in sloops, as at Boston in New England.

The sole inconvenience which turned the scale between these two ports was the difficulty of entering the latter. English Harbour was therefore settled by the name of Louisbourg, and nothing was left undone to make this new establishment at once commodious and impregnable.

The expedition fleet sailed so early as the nineteenth day of February, under the command of Admiral Boscawen; his fleet consisted of twenty-two men of war, and eighteen frigates, with an army of eleven thousand nine hundred and thirty-six men, officers included, with three hundred and twenty-four men of the train, under the command of major general Jeffrey Amherst. They all arrived safe at Halifax, the capital of Nova Scotia, on the ninth of May, and after having refreshed his men, recovered the sick, watered, and provided stores of all kinds, he repaired to the seat of action at Gabarus bay, seven miles west of Louisbourg, the place designed for landing the army. On the second of June they came to an anchor here. The brigadier generals Lawrence and Wolfe went the same evening to reconnoitre the shore, and made a disposition for landing the next morning; but the military officers observed, that every place where it was possible to land was defended by strong works and batteries; and several hints were thrown out to the admiral, the danger his majesty's ships were in, as the pilots had no knowledge of the anchorage, and the utter impossibility of landing the men. These speeches alarmed the admiral; however, he, without calling a council of war, determined to obey his orders, and to land his men on Cape Breton, and in case they were obliged to retreat, to cover the retreat with his ships. He gave strict orders to the lieutenants to be diligent in landing the troops, and assisting the military

in every thing in their power. June the third, the Kensington was brought to an anchor on breast of a cave, at the north east of Gabarus bay, which seemed a convenient place for landing, but was strongly defended by several encampments, and a battery. The Kensington had orders to silence this battery, and to clear the coast of the enemy. The weather growing hazy, they were hindered from landing this evening, and the fresh gales blowing in to the shore, prevented their landing till the eighth. The Halifax snow was likewise ordered to silence another battery. Both the Kensington and she did great execution. These two were stationed on the left of the bay, the Sutherland and Squirrel on the right, near White Point, and the Grammont and Diana frigates in the center. These were designed to terrify the enemy's camps, and cover the boats employed to land the foldiers. On the eighth, the wind being favourable, the troops were re-embarked in the men of war's boats and transports; and as soon as the boats were prepared to set off from the ships, a furious cannonading was continued from six in the morning till eight, with only some necessary intermissions, in favour of the attempt. The disposition for landing was made in three divisions; one division under the command of general Wolfe, who was to attempt a landing on Kensington cave; a feint was made by the second division, commanded by general Whitmore, of landing towards White Point; and a third, commanded by brigadier Lawrence, made a shew of landing at fresh water cave. As the enemy had expected a visit for several years, they had fortified themselves in a most extraordinary manner. Three thousand regulars were posted in a breast work, and at all probable places of landing, interspersed with heavy cannon and swivels, and the artful disposal of trees laid very thick together, with their branches laid towards the sea, and interwoven with one another, rendered the approaching the line very difficult, supposing there had been no fire; and the forest trees were so contrived, that their guns were not to be distinguished at a distance.

On the eighth, the enemy began a great vigorous attack, obliged the British to retreat, and our men were killed in great numbers. The lieutenant general, and the brigadier, were killed. The enemy fled, and the British were surrounded. The greatest

ance. Our boats rowed up in line of battle, not imagining much strength and contrivance. The enemy, imagining themselves sure of success, unmasked their batteries a little too soon, before our boats came near the water's edge. The enemy began to play red hot balls, grape and round shot with great vigour, with a continual discharge of small arms. This obliged the left wing to withdraw. If the enemy had suffered our men quietly to land upon the beach, it would have been fatal to them. Our troops were enraged at this unforeseen unlooked way of firing. However, Providence pointed out a way over hills and rocks, that had been deemed inaccessible. The lieutenants Hopkins and Brown, with a hundred light infantry, opened an entrance on the right of the cave. Brigadier Wolfe seized the opportunity, gave orders for the rest to follow their example, and support their fellow soldiers; so that the grenadiers, light infantry, rangers, highlanders, all strove who should be first on shore. The brave Wolfe was the first who jumped out of the boat into the surf; his example was followed by all the troops, though opposed by a battery of three guns, which sometimes raked and sometimes flanked them; and a discharge of small arms, at twenty yards distance. They all at last gained the shore, notwithstanding the continued fire of the enemy; nothing was able to stop the ardour and fury of the men, the brave general Amherst bringing up the rear. Several of the boats were stove and broke to pieces by the boisterous surf that was upon the shore at that time. The men were obliged to walk up to their middle in water, their arms being much wet. They scrambled up rocks and precipices, that had been deemed inaccessible, and therefore in no need of fortifications. This so terrified and astonished the enemy, that the first battery our men attacked, the enemy fled with great precipitation, so that in a little time they surrounded all the enemy's extensive lines, and were masters of the whole shore, in which the enemy had placed their greatest confidence, never dreaming of having any occasion to



defend their posts sword in hand; they all run away in the utmost consternation and confusion into the woods, having four killed, and seventy taken prisoners. Our men pursued the runaways over hills and boggy mosses with generals Wolfe and Lawrence, till they got under the protection of the guns of Louisbourg; our pursuing party were saluted with several pieces of cannon about ten this morning, which was of service, as it gave them the exact distance of marking our camp, which the general officers marked out that afternoon. One of the other parties secured the possession of the shore for several miles as far as Louisbourg, found thirty-two pieces of cannon, two brass mortars, a furnace for red hot balls, a large quantity of small arms, provisions, ammunition, tools and stores; the surf continued extream bad till the evening when the remainder of the troops with the artillery and stores were landed. Admiral Boscawen ordered two hundred marines to guard the coast at Kensington Caye.

On the twenty-fifth six hundred sailors were detached from the ships in boats to destroy the *Prudent* and *Bienfaisant* in the harbour; they burnt the *Prudent*, and towed off the *Bienfaisant* to the north east harbour. About noon, the admiral invented another project to take two fine ships of the enemy's, one of seventy-four, and one of sixty-four guns; two boats, a barge and a cutter from every ship in the fleet were manned with their proper crews, and armed with muskets and bayonets, cutlasses, pistols and pole-axes, each boat under the direction of a lieutenant, mate, or midshipman, rendezvous at the admiral's ship, and to be detached by two or three at a time to join Sir Charles Hardy's squadron at the mouth of the harbour. They were put in the evening into two divisions, under the command of the captains Lafary and Balfour; in this order they put off about twelve o'clock, and by advantage of the foggy darkness and a most profound silence, paddled into the harbour unperceived by either the island battery or the two ships of war, that rode at anchor

*The Hon  
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*The Hon.<sup>ble</sup> Edward Boscawen Admiral of y<sup>e</sup> blue Squadron  
of his Maj.<sup>ty</sup> Fleet and one of the Lords Com.<sup>rs</sup> of the Admiralty.*

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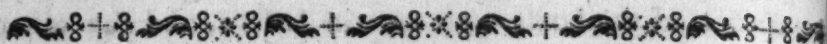


to great distance. After they were near the grand battery, one division of the boats with captain Lafary, and the other with captain Balfour, each seized their particular ship, and boarded them immediately with all the good order they could observe, notwithstanding the firing of the sentinels on board. They met with very little resistance from the terrified crews, and found themselves in possession of two fine ships with very little loss on their parts. Here they gave three loud cheers: this convinced the besieged, that the English seamen had taken possession of those ships.

Upon which, as the brave fellows were securing their prisoners in the hold, they received a furious fire of cannon, mortars and muskets, from the island battery, the battery on point Munripus, and from all the guns in the garrison that could be brought to bear upon them. They endeavoured in vain to bear off the *Le Prudent*; they found she was on ground, with several feet of water in her hold; so that nothing remained but to set her on fire to hinder her from being of any use to the enemy. The boats from her then joined the others, and towed her off triumphantly, in the middle of a formidable fire from the enemy.

Admiral Boscawen intended sending six ships into the harbour next day to facilitate the land forces in the reduction of the place; but by this time the governor offered to capitulate. Thus Cape Breton, Louisbourg, and the island of St. John, were all conquered, and, as a plain demonstration to the whole world, that nothing is too hard for British seamen, when led on by such as are worthy to command them.

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*An account of the expedition to Quebec.*

**A**LL the accounts I have seen of Quebec are so faulty and deficient, that, I believe, I shall not displease you by a true representation of this capital of New France. It indeed merits your knowledge, were it only on account of the singularity of its situation, for perhaps it is the only city in the world, that can boast a fresh water harbour, capable of containing one hundred men of war of the line, at one hundred and twenty leagues distance from the sea. It lies on the most navigable river in the universe.

The river St. Laurence up to the isle of Orleans, that is, for about one hundred and twelve leagues from its mouth, is no where less than from four or five leagues broad, but above that isle it narrows so, that before Quebec it is not above a mile over. Hence this place got the name of Quebeis, or Quebec, which in the Algonquin tongue signifies a straitning, or strait. The Abenakis, whose language is a dialect of the Algonquin, call it Quelibec, which signifies a place shut up or concealed, because, as you enter from the little river of Chandiere, by which these savages come to Quebec from Acadia, the point of Levy, which jets out beyond the isle of Orleans, entirely hides the south channel of the river St. Laurence, as the isle of Orleans that on the north; so that from thence, the port of Quebec appears like a large basin, or bay, land-locked on all sides.

The first object, which presents itself on entering the road, is a beautiful cascade, or sheet of water, about thirty fathoms broad, and forty high, which appears just at the entry of the little channel of the isle of Orleans, and is seen from that long point on the south of the river, which, as I observed, hides the isle of Orleans. This cascade is called the fall of

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Montmorency, and the point, the point of Levy, in honour of two successive viceroys of new France; viz, the admiral Montmorency, and his nephew the duke of Ventadour. One would naturally conclude that so plentiful a fall of water, which never decreases, should proceed from a large river. It is however only supplied by an inconsiderable brook, which in some places is not ankle deep, but it never dries up, and issues from a fine lake, about twelve leagues distant from the fall.

The city lies a league higher on the same side, and in the place where the river is narrowest. But between it and the isle of Orleans is a bason, a full league in diameter every way, into which the river St. Charles empties itself from the north-west. Quebec stands exactly between the river and Cape Diamond, which advances out behind it. The anchorage, or road, is opposite in twenty-five fathom, good ground: however when the wind blows hard at north east, ships often drive, but without danger.

When Samuel Champlain founded this city in one thousand six hundred and eight, the tide sometimes flow'd to the foot of the rock; since that time the river has by degrees retreated, and left dry a large space of ground, on which the lower town is built, and which at present is sufficiently elevated above the water mark, to secure it from any fears of inundation. The first thing you meet at landing is an open place of a middling compass, and irregular form, with a row of houses in front tolerably built, having the rock behind them, so that they have no great depth. These form a pretty long street, which take up all the breadth of the ground, and extend from right to left to two passages which lead to the high town. This opening is bounded on the left by a small church, and on the right by two rows of houses running parallel to each other. There is also another range of buildings between the church and the port, and along the shore, as you go to Cape Diamond; there is a pretty long



row of houses on the edge of a bay, called the Bay of Mothers; this port may be regarded as a kind of suburb to the lower town.

Between this suburb and the latter you ascend to the high town, by a passage so steep, that they have been obliged to cut steps in the rock, so that it is not only practicable on foot, but as you turn from the lower town to the right hand, there is a way more easy, with houses on each side. In the place where these two passages meet, begins the high town towards the river, for there is another part of the lower town towards the river St. Charles. The first building you meet, as you ascend from the right hand, is the episcopal palace; the left is surrounded with houses. As you advance about twenty paces further, you find yourself between two squares. That on the left is the place of arms, adjoining to the fort, which is the residence of the governor general; opposite to it is the convent of Recollects, and part of the remainder of the square is surrounded with well-built houses.

In the square on the right stands the cathedral church, which is the only parish church in the city. The seminary lies on one side in a corner, formed by the great river and the river St. Charles; opposite the cathedral is the Jesuits college, and in the space between handsome buildings. From the place of arms run two streets, crossed by a third, and which form a large square or isle, entirely taken up by the church and convent of Recollects. The second square has two descents to the river of St. Charles, one very steep, joining to the seminary, with but a few houses; the other near the Jesuits inclosure, which winds very much, has the hospital on one side about midway, and is bordered with small houses. This goes to the palace, the residence of the intendant of the province. On the other side the Jesuits College near their church is a pretty long street, with a convent of Ursuline nuns. As to the rest, the high town is built on a foundation of rock, partly

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ly marble and partly slate; is has greatly increased within twenty years past.

Such is the topography of Quebec, which takes up a considerable extent. The houses are large, and all of stone, yet there are reckoned but about seven thousand souls. To give a fuller idea of this city, I shall now speak of its principal edifices, and conclude with its fortifications.

The church in the lower town was built in consequence of a vow made during the siege of Quebec, in one thousand six hundred and ninety. It is consecrated by the name of our lady of victory, and serves as a chapel of ease to the inhabitants of the lower town. The building is plain, its chief ornament being its neatness and simplicity. Some sisters of the congregation are settled between this church and the port; their number is four or five, and they keep a school.

The bishop's palace is a long quadrangle, and a fine structure.

The cathedral would make but a mean figure in one of our smallest French towns; judge then if it merits to be the only episcopal see of the French empire in America, an empire of greater extent than that of the ancient Romans. Its architecture, the choir, the grand altar, and chapels have all the air of a country church. The most tolerable part is a very high tower, solidly built, and which at a distance makes no ill appearance. The seminary, which joins this church, is a large square, and has all the conveniences proper to this climate. From the garden you see the road, and the river St. Charles, as far as the sight can reach.

The fort is a handsome building with two wings. You enter by a spacious and regular court, but there is no garden, because it is built on the edge of a rock. This defect is supplied in some measure by a fine gallery, with a balcony, or ballustrade, which surrounds the building. It commands the road, from the middle of which a speaking trumpet may be

heard, and you see all the lower town under your feet. Leaving the fort to the left, you cross a pretty large esplanade, and by an easy descent you reach the summit of Cape Diamond, which forms a natural platform. Besides the beauty of the prospect hence, you breathe the purest air, and may see numbers of porpoises, white as snow, playing on the surface of the waters. On this Cape also are found a kind of diamonds, more beautiful than those of Alencan; I have seen some as well cut by nature, as if they had been done by the ablest artist. Formerly they were abundant here, and thence this Cape took its name; but at present they are rarely found. The descent on the side of the country is yet more easy than that from the esplanade.

The fathers Recollet have a large and fine church, such as might even do them honour at Versailles. It is neatly wainscotted, and adorned with a large gallery, a little clumsy, but the work around well wrought. This part is the work of a lay brother; nothing is wanting, but it would be proper to remove some pictures coarsely daubed, the rather as F. Luke has painted others, which need not such foils. The convent is answerable to the church, large, strongly built, and commodious, with a spacious garden, kept in good order.

The convent of the Ursulines has suffered twice by fire, as well as the seminary. Their revenue is besides so small, and the portions they receive with the young Canadian ladies so inconsiderable, that the first time their monastery was burnt the government were going to send them back to France. They have however found means to recover themselves each time. They are cleanly and commodiously lodged; this is the effect of the good reputation they have in the colony, as well as owing to their frugality, temperance, and industry. They guild, they embroider, and in general are all employed; what they do is generally in a good taste.

The Jesuits' college is a noble building. It is certain, when

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Quebec was only a confused heap of French barracks, and huts of savages, this edifice, the only one of stone, except the fort, made some figure. Its situation is no way advantageous, being deprived of the view of the road, which it formerly enjoyed, by the cathedral and seminary, so that it only commands the adjoining square. The court is small and dirty, and looks like that of a farm-house. The garden is large, and well kept, and is terminated by a small wood, the remains of that antient forest, which once covered the whole mountain. The church has nothing beautiful without, but a handsome chapel. It is covered with slate, in which it has the advantage of all the churches of Canada, which are only roofed with planks; the inside of it is highly ornamented. The gallery is light, bold, and has a ballustrade of iron, painted, gilt, and delicately wrought. The pulpit is all gilt, and the wood and iron work exquisite. The three altars are well placed, and there are some good pictures. It has no roof, but a flat cieling, well wrought. The floor is of wood and not stone, which makes this church warm, while others are insupportably cold. I shall not mention the four pillars of a cylindrical form, of porphyry, jett black, without speck, or veins, which La Hontan has placed over the great altar. No doubt they would make a better figure than the present ones, which are hollow, and coarsely marbled. This writer had been pardonable, if he had disguised the truth only to beautify the church \*.

The Hotel Dieu, or hospital of Quebec, has two great halls, appropriated to the different sexes. The beds are clean, the sick carefully attended, and every thing commodious and neat. The church lies behind the women's apartment, and has nothing remarkable but the great altar, whose painting is fine. This house is served by the nuns hospitallers

\* A good observation in the Jesuit, as if a lie in honour of the church was more excusable than on any other occasion,

of St. Auguste of the congregation of the mercy of Jesus, who first came here from Dieppe. Their apartments are convenient, but according to appearances their funds are too small to make any progress. And their house is situated on the slope of the hill, on an eminence which commands the river St. Charles, they have a tolerably good prospect.

The house of the intendant is called the palace, because the supreme council assembles here. It is a large building, whose two extremities sink some feet, and to which you ascend by a double flight of steps. The front of the garden, which has a prospect of the river St. Charles, is much more agreeable than that you enter at. The king's magazines form the right side of the court, and the prison lies behind them. The gate you enter at is hid by the mountain, on which stands the high town, and which on this side only presents the eye with a steep and disagreeable rock.

About a quarter of a league in the country stands the general hospital; this is the most beautiful building in Canada, and would be no disgrace to the finest town in France. The Recollects formerly possessed this spot of ground. M. de St. Valier, bishop of Quebec, removed them into the city, bought their right and laid out one hundred thousand crowns in the building, furniture, and endowment. The only fault of this edifice is its marshy situation; but the river St. Charles in this place, making a turn, its waters do not flow easily, and the evil is without remedy.

The prelate founder has his apartment in the house, where he usually resides; his palace in the city, which he also built, he lets out for the benefit of the poor. He condescends even to officiate as chaplain to the hospital and the nuns, and performs the duties of that place, with a zeal and assiduity that would be admirable even in an ordinary priest. Tradesmen, or others, whose great age deprives them of the means of getting their subsistence, are received on this foundation

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as far as the number of beds will allow, and are served by thirty nuns. It is a colony of the Hotel Dieu at Quebec, but to distinguish them, the bishop has made some peculiar regulations; and those admitted here wear a silver cross on their breast. The nuns for the most part are of good families, and as they are often poor, the bishop has given portions to several.

I have already said the number of people does not exceed seven thousand: But amongst these you find a select Beau Monde, whose conversation is desirable; a governor general with his household, nobility, officers; an intendant with a supreme council, and inferior magistrates, a commissary of marines, a grand provost, a grand hunter, a grand master of waters and forests, whose jurisdiction is the longest in the world, rich merchants, and such as appear to live at ease, a bishop and numerous seminary; two colleges of Recollects and Jesuits, three nunneries, polite assemblies, both at the lady governess's and lady intendant's; so that it is scarce possible but a man must pass his time agreeably in this city.

Indeed every body here contributes to this end, by parties at cards, or of pleasure, the winter in sleds, or on skaits, the summer in chaises, or canoes. Hunting is much used, several gentlemen having no other resource. As to news indeed there is little, because the country affords none, and the packets from Europe come all at a time, but then they furnish matter of discourse for some months; the sciences and arts have their turn, and embellish conversation.

The fleet and army arrived at the Isle of Orleans a few leagues from Quebec, without any accident, on the twenty-sixth of June, 1759. The army was commanded by General Wolfe, and the fleet by Admiral Saunders. The French army was posted in a most advantageous situation, upon what was deemed the only accessible side of Quebec. The army landed on the Isle of Orleans on the twenty-seventh. Soon after the troops landed, a storm arose, in which many of the small boats were lost, and some damage done the transports. On



the twenty-eighth in the night, the enemy sent down some fire ships; the boats of the fleet were ordered to fix their grappling chains, and tow them clear of every ship. On the twenty-ninth, General Monkton dislodged the enemy from Point Levy, and Col. Carleton was detached to secure the westernmost point of the Isle of Orleans. General Wolfe took his post here. Batteries were immediately erected upon Point Levy, to bombard the town and magazines and destroy their other works. The enemy observing this, sent one thousand six hundred men across the river to destroy them, but they fell into confusion, and went back again. The works being finished, General Wolfe sent a flag of truce to the commander of Quebec, at the same time informing him, that his majesty had given express orders to avoid that inhuman method of scalping, and to declare if the French used it, they might expect to be punished. The marquis de Vaudruel replied with contempt, sneering at such a handful of men, who pretended to make a conquest of so extensive and populous a country as Canada. Upon this hostilities commenced, the artillery played so effectually, as soon destroyed the lower town. The ninth of July, the army encamped near the enemy's left. The river Montmorency being between them, General Wolfe saw with concern the secure situation of M. Montcalm's camp, and accordingly used all methods to attack him with advantage. The opposite banks of the river were so steep and woody, so well intrenched and guarded with Indians, that it was in vain to attack them. On the eighteenth he sent two men of war, two sloops, and two transports, with troops on board, to sail up the upper river. These passed the city without any loss from the enemy; but here he found the same difficulties as before; the general being informed that a number of the inhabitants of Quebec had retired to Point Trempe, a post up the river, sent a detachment under colonel Carleton, to bring off some prisoners, and what papers he could get. This he attempted, and succeeded with little loss, but found no magazine there. The

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enemy sent seventeen rafts, one hundred and three feet long, well provided with gun and pistol barrels loaded, and all sorts of combustibles; but these were grappled as before, with the loss only of one boat. The general, finding his manifesto had no effect, ordered all the habitations of the Indians, with their barns, stables, and corn on the land, to be totally burnt and destroyed. General Wolfe, after reconnoitering, resolved upon attacking the enemy the first opportunity. To forward this attempt he ordered two transports, which drew little water, to be carried close to the shore, to attack a redoubt near the water's edge, whose situation appeared to be without musket shot of the intrenchment on the top of the hill. Preparations were made on the thirty-first of July for a general engagement. After many attempts, the general, accompanied by several naval officers, went in flat bottomed boats, and gave immediate orders for the troops to disembark. The grenadiers, by mistake, instead of forming themselves, ran on impetuously to the enemy's intrenchments, in the utmost disorder and confusion, not waiting for the corps ordered to sustain them. This was the occasion of losing some gallant officers; the general therefore called them off to form behind brigadier Monkton's corps. The tide being now beginning to flow, it was judged hazardous to continue the attack: however, it was observed that our artillery did great execution on the enemy's left. Orders were given for a retreat, which the French did not think fit to interrupt. The general however saw the attempt so hazardous, that he desisted doing any more till general Amherst should arrive; but at the same time gave orders for penetrating as far up the river as possible, in order to open a communication for that general, who was marching from Crown Point. Brigadier Murray embarked on board a squadron with twelve hundred men, commanded by rear-admiral Holms, in order to destroy the French men of war above the town. They sailed up the river twelve leagues, and landed at the Chambaud, burnt a magazine of provisions, ammunition

and spare stores, cloathing, arms, &c. of the French army, and was informed of the success of the British arms against Niagara and Crown Point. The general called in this detachment, as the season was so far advanced, that it was in vain to expect general Amherst. At their return, they found the general ill of a fever, brought on him by care, watching, and fatigue, and was in a desponding state, being afraid he should return without success. A council of war was called, wherein it was agreed that four or five thousand men conveyed above the town, might perhaps be able to draw the enemy from their present situation, and bring them to a general engagement. For this end, he made the ships under Admiral Saunders make a feint as if they proposed attacking the French in their intrenchments on the Beauport shore below the town. This disposition being made, the general embarked his forces about one in the morning, and with admiral Holms' division, went three leagues up the river, in order to amuse the enemy, and conceal his real design. Then he put them into boats, and fell silently down with the tide; the ships followed them, and arrived in proper time to cover their landing. The darkness of the night, and the rapidity of the stream, made this a hazardous undertaking, as the troops could not land at the spot they proposed. When they were put on shore, a steep hill, with a little path, wherein two could only march a-breast, presented itself; however, these difficulties only raised the ardour of the troops. The light infantry under colonel Howe laid hold on stumps and boughs of trees, pulled themselves up, dislodged the guards that defended it, and cleared the pass so, that at day-break the whole army was in order of battle. On the thirteenth of September, when Montcalm heard of the English ascending the hill, and were formed on the high ground behind the town, he could scarcely believe it. He saw now that by the position of the English fleet and army, nothing but an engagement could save the city; accordingly he determined to give them battle, and he advanced and formed his troops

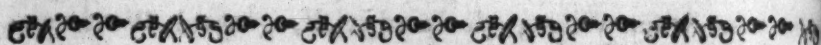
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opposite to ours. The dispositions for the attack were made in the most judicious manner by both armies, and they both began with spirit. The English troops had orders to reserve their fire till the enemy was within forty yards, when their fire took place in its full extent, and made a terrible havock among the French. This was supported with as much vigour as it had begun; the French gave way on every side, but just at the time when victory declared itself, general Wolfe was slain. General Monkton fell soon after. General Townsend now commanded, who exerted himself so well, and his men behaved with so much intrepidity, that the French began to give way every where.

The battle seemed now to be quite won, when an unforeseen accident happened; M. de Rouganville, whom the feigned movement of the English troops had drawn up the river, turned back when he discovered their real design, and appeared in their rear with a body of two thousand men; but the main body of the French being now routed, the English wheeled about, and the enemy retreated after a very feeble attempt. In this action we lost five hundred men, the French fifteen hundred; yet this battle was a great loss to the English, as they lost the brave Wolfe, a man formed by nature for military greatness. The French lost also a great officer in general Montcalm, who fell soon after general Wolfe. The enemy being now defeated in the field, general Townsend, in order to defend his camp from insults, raised a battery of cannon, and prepared for a general assault. The admiral also brought his large ships into a position to attack the town; but before all things could be compleated for a general attack, on the seventeenth of September, the governor dispatched a flag of truce, with proposals for a capitulation upon honourable terms for the garrison, and advantageous to the inhabitants, who were preserved in the free exercise of their religion. The fortifications were in tolerable order, though the houses were almost totally demolished. A garrison of five thousand men,

under the command of general Murray, were put into the place. Thus the capital of French America was surrendered to the English, after a most severe campaign of near three months; a city strong in situation and fortification, with an army greatly superior in number to the besiegers, fortified under her walls.



*An account of Mr. Thurot's life and expeditions.*

**M**R. Thurot was the son of Thurot, who was a lawyer; his mother was a vintner's daughter at Boulogne, in France, though his grandfather was an Irishman. His mother died in child-bed; at the same time his father held him at the font, his mother was burying in the church-yard, which brought a flood of tears from him. One madam Tute lord was now standing for little Thurot, and being informed of the cause, made the father a present, desiring if the boy lived till she returned again, he might be sent to her. When he was about fifteen years of age, one Farrel came to Boulogne, who getting acquainted with old Thurot, claimed a relationship to the family. This man, being a smuggler, informed Thurot, that the O Farrels was still a flourishing house at Connought; offering, if he would but let him go with him, he would make his fortune. This Irish cousin equipped him for the voyage, and set out with him; but happening to stop on the Isle of Man, Thurot was disabled, and would go with his cousin no further. Thurot being never destitute, hired himself with a gentleman of Anglesey, who employed him on board his ships, and, as an agent or factor, trading between the Isle of Man and Dublin; by this time he had acquired a sufficient knowledge of the English tongue; he left this gentleman's service, and set out in quest of hearing something of his rich relations, and was so red-

ed as to be obliged to enter a valet to lord B—. Here he continued some time, till he was suspected to be confident to his mistress, for which he was discharged. Having said some disrespectful things of lord B—, he was obliged to leave Dublin; and being informed, that his lady's waiting maid was now with the lord of A—, who had a large estate in the north of Ireland, he followed her there. Here his skill in porting made him be taken notice of by several gentlemen; but being tired with this life, he had again recourse to his old trade of smuggling: he continued in this trade, and settled at Boulogne, where he became king of the smugglers, dealing in goods to the value of two thousand pounds a year. Thurot was afterwards arrested, and put in jail at Dunkirk; but, having Mr. Tollard for his second, he procured him his life. After this he was sent for to Paris to give his advice how to prevent the bad practices of the smugglers, but an invasion of England being talked of, he was made commander of one of the king's ships, and in one thousand seven hundred and fifty-nine was commodore of the fleet which took Carrickfergus.

Thurot's Squadron, consisting of five frigates, on board of which were one thousand two hundred and seventy land soldiers, sailed from the port of Dunkirk on the fifth of October one thousand seven hundred and fifty-nine. They had been blocked up until that time by an English fleet; but under favour of an hazy night they put out to sea, and arrived at Gottenburg in Sweden ten days after. From hence they made to Bergen in Norway. In these voyages, the men were reduced by sickness, and the vessels themselves had so suffered by storms, that they were obliged to send one of the most considerable of them back to France. It was not until the fifth of December, that they were able to sail directly for their place of destination. But their old ill fortune pursued them with fresh disappointments. For near three months they beat backward and forward amongst the wes-



tern isles of Scotland, having in vain attempted a convenient landing near Derry. In this tedious interval they suffered every possible hardship. Their men were thinned and disheartened. Another of their ships was separated from them of which they never heard more. The now remaining three were extremely shattered, and their crews suffered extremely by famine. This obliged them to put into the isle of Ilay on February the sixteenth; where they refitted and took in some cattle and provisions, which were liberally paid for by the generous adventurer who commanded, and who behaved in all respects with his usual courtesy and humanity.

Here they heard for the first time of the defeat of Commodore Boscawen's squadron. This was a circumstance of great discouragement. But as Thurot could not be sure that this intelligence was not given to deceive him; he persisted in his resolution to sail for Ireland. Indeed he had scarcely any other choice for he was so poorly victualled, that he could not hope, without some refreshment, to get back to France. And he was further urged on by his love of glory, no small share of which he was certain to add to his character, if he could strike a blow of never so little importance on the coast of Ireland for by this he might make some appearance of having revenged the many insults which had been offered to the coast of France.

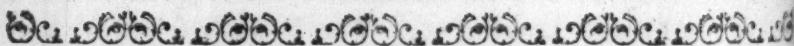
Full of these ideas, he arrived before the town of Carrickfergus on the twenty-eighth of February; and landed his troops, now reduced to about six hundred men, the day following. They were augmented by draughts from his fleet to near a thousand. These he formed on the beach and moved to the attack of the town. Carrickfergus is surrounded by an old wall, ruinous in many places. Colonel Jennings commanded about four companies in the town, mostly of new raised men, extremely ill provided with ammunition, and no way prepared for this attack, which they had not the smallest reason to expect. However, they shut the

gates, sent off the French prisoners to Belfast, and took all the measures their circumstances would admit. The enemy advanced and attacked the gates. There was no cannon; but the gates were defended with effect by musquet shot, until the ammunition was spent. Then the garrison retired into the castle, which having a breach in the wall near fifty feet in extent, was no ways tenable. They therefore surrendered prisoners of war, with terms of safety for the town.

Thurot, as soon as he was master of Carrickfergus, issued orders to Belfast to send him a quantity of wine and provision; he made the same demand to the magistrates of Carrickfergus, which they having imprudently refused to comply with, the town was plundered. Thurot having victualled, and gained as much reputation by this action as could be expected from a fleet which was no more than a sort of wreck of the grand enterprise, set sail for France. But he had not left the bay of Carrickfergus many hours, when near the coast of the Isle of Man, he perceived three sail that bore down upon him. These were three English frigates which happened to be in the harbour of Kinsale, when Thurot made his descent; the Duke of Bedford, lord lieutenant, dispatched orders to the commander of the frigates to go in quest of the French armament. The English frigates were one of thirty-six guns commanded by captain Elliot; and two of thirty-two.

Such was their diligence and success, that they overtook Thurot's squadron before they could get out of the Irish sea. They were exactly three frigates to three. The French ships were much the larger, and their men much more numerous; but both ships and men were in a bad condition. A sharp and close engagement began. None of the French could possibly escape, and they must take or be taken, Thurot did all that could be expected from the intrepidity of his character; he fought his ship until she had her hold

almost filled with water, and her decks covered with dead bodies. At length he was killed. The crew of his ship, and by her example those of the other two, dispirited by this blow, and pressed with uncommon alacrity by the signal bravery of Captain Elliot, and those who commanded under him, struck, and were carried into Ramsay Bay in the isle of Man. Even this inconsiderable action added to the glory of the English arms. None had been better conducted, or fought with greater resolution. This sole insult on our coasts was severely punished; and not a vessel concerned in it escaped. The public indeed lamented the death of the brave Thurot, who even whilst he commanded a privateer, fought less for plunder than honour; whose behaviour on all occasions was full of humanity and generosity; and whose undaunted courage raised him to rank, and merited distinction. His death secured the glory he always fought: he did not live to be brought a prisoner into England; or to hear in France those malignant criticisms which so often attend unfortunate bravery. This was the fate of the last remaining branch of that grand armament, which had so long been the hope of France, the alarm of England, and the object of general attention to all Europe.



*An account of taking the Havannah.*

**L**ORD Albemarle commanded the land forces, and Admiral Pococke commanded the navy. He took a course of seven hundred miles through the Streights of Bahama. They arrived before the Havannah on the fifth of June, 1762.

The Havannah is a city and port on the north-west coast of the island of Cuba, about fifty leagues from Cape St. Antonio, its westernmost point, four hundred and ninety miles



west from St. Jago, forty-one leagues south of the cape of Florida, the gulph of which it commands, by being situated at its mouth, entering into the gulph of Mexico, and two days sail from the Streights of Bahama. For the sake of so important a situation it was removed from its original site, which was about twelve leagues distant on the south coast near Mataban; but the establishment of this port is said to be one of the chief causes of the declension of the Island of Hispaniola. The latitude assigned to this place is taken from an accurate observation made of it in 1717, by Don Marco Antonio de Gamboa, only he makes it eight seconds less; and the longitude is according to other observations he made in 1715, 1724, and 1725, by eclipses of the moon, and in 1740, by that of Jupiter's first Satellite; an authority which we the rather choose to mention, because Mr. Popple's map of the British empire in America, published in 1732, places it in longitude eighty-three, fifteen, and latitude twenty-three, twenty-one, which is a variation of nine minutes in the latter, and of above a whole degree in the former. Others copying Herrera, have also erred grossly by placing it in latitude twenty-two and one half.

It was originally called the Port of Carenas, i. e. a port for careening of ships, but its proper name in San Christoval de la Havannah.

It was built by Diego de Velasques, who in the beginning of the sixteenth century landed here with three hundred Spaniards, and conquered Cuba, with the assistance of the famous Bartholomew de las Casas, who afterwards turning a Dominican friar, was made bishop of Chiapa in New-Spain, and wrote the History of the Spanish cruelties there, and in other parts of the West-Indies. The first attempt that we find made upon it after the Spaniards settled here, was in 1536, by a French pirate, who took the place, which then consisted only of wooden houses thatched, and made

the Spaniards redeem it from fire by seven hundred ducats. It happened that three ships arriving from New-Spain the next day after he was sailed with the ransom, they unloaded their goods with all expedition, and pursued the pirate; but the commanders behaved so cowardly, that he took all the three, one whereof was an admiral's ship, which so emboldened the pirate, that he returned to the Havannah, and made the inhabitants pay him seven hundred ducats more. After this the Spaniards built their houses of stone, and a fort at the mouth of the harbour, but the city being still open on the land-side, some English cruisers in those seas landed not far from the town, and entered it before day-break, whereupon the Spaniards fled into the woods, leaving the place to be plundered. During the war betwixt Henry II. of France and the emperor Charles V. a French ship from Dieppe with ninety men, after having plundered St. Jago, came hither in the night, but to their great disappointment found all the houses empty, they having been so often plundered, that the Spaniards had removed all their goods to houses in the country. While they were searching them, two persons came to them, pretending to agree for ransom, but really to spy out their number. The French demanded six thousand ducats, the spies pretended all their effects would not raise that sum. Upon their return to their countrymen, a consultation was held, wherein some were for paying the sum if they could get no abatement, but the majority despising the enemy's number, were for disputing it with the sword; and marching secretly with one hundred and fifty men, surprised the French at midnight, and at the very first onset killed four; but the French, upon the firing of an alarm gun, recovered their arms in a trice, and put them to flight; and being enraged at the Spaniards' treachery, set fire to the town, after having dawbed the doors, windows, &c. with pitch and tar, of which there were then great quantities in the city, so

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that it was soon all over in a flame; and they even pulled down the walls, and quite demolished the fort. A Spaniard desiring that they would spare the churches that were erected for the worship of God, the French answered, that people who had no faith had no occasion for churches to profess it in. The English Buccaniers, under captain Morgan, took this place in 1669, and would have kept it, could they have had the king of England's protection.

Its port is said to be the most frequented, as well as the best, in all the West-Indies, and one of the finest in the world. It is so large that a thousand sail of ships may ride in it commodiously and safely, without either anchor or cable, no wind being able to hurt them. It is so deep withal, that the largest vessels anchor at a small distance from the shore, and there is commonly six fathom water. The entrance, which has no bar or shoals to obstruct it, is by a channel about three quarters of a mile in length, but so narrow, that only one ship can go in at a time. The harbour into which it leads at the north-west corner is a long square, lying north and south. At the other three corners it forms three creeks or bays. At the bottom of that in the south east corner lies the town of Wan Abacoa, as the Spaniards pronounce it, or Guan Abacoa as they write it, two leagues from the Havannah by land, but little more than a league by sea.

The city, which is said to be the richest in America, as it is no doubt when the galleons, &c. are here, (for at other times it is poor enough) stands in the most fruitful part of the island, and the only part where there are any farms and sheep, all the rest of it being mountainous and barren. It is built on the west side of the harbour, in a delightful plain along the shore, which rounds so much, that above half of it is washed by the sea, and the rest by two branches of the river Lagida. It is of an oval figure, and begins about a quarter of a mile from the mouth of the harbour.



The buildings, which are of stone, are fair, but not high; the streets are narrow, but clean, and as straight as a line, and even the houses very handsome, but ill furnished. Here are eleven churches and monasteries, and two handsome hospitals. There is a fine square, with all uniform buildings about it, in the middle of the town. The churches are magnificent and rich; the lamps, candlesticks, and ornaments for the altars, being gold and silver. There are some lamps of most curious workmanship, which weigh two hundred marks of silver, each mark being half a pound. The Recollects' church, which stands on the best ground in the city, has twelve beautiful chapels in it; and there are cells in the monastery for fifty fathers. St. Clare's church has seven altars, all adorned with plate, and the nunnery contains an hundred women and servants, all clothed in blue. The Augustines' church has thirteen altars, St. John de Dieu's nine altars, with an hospital for soldiers, of twelve thousand pieces of eight revenue.

The jurisdiction of this city extends over one half of the island, and the chief places under it are St. Cruz on the north side, and La Trinidad on the south. It is the seat of the governor and captain-general of Cuba, and of the royal officers, as well as of an assessor for the assistance of the governor, appointed by the council of the Indies. It is also the residence of the bishop of St. Jago.

It is in fact a city of the greatest importance to the Spaniards of all their cities in America, as being the place of rendezvous for all their fleets in their return from that quarter of the world to Spain, and lying at the mouth of the gulph of Florida, through which they are all obliged to pass; wherefore the Spaniards, not without reason, call it the Key of all the West-Indies, to lock up, or open the door of entrance to all America: and in effect no ships can pass that way without leave from this port. Here rides the navy of the king of Spain, and here meet in September the

galleons, flota, and other merchant ships, from several ports both of the continent and islands, to the number of fifty, or perhaps sixty sail, to take in provisions and water, with great part of their lading: and for the convenience of returning to Spain in a body. Here is a continual fair till their departure, which is generally before the end of the month, when proclamation is made, forbidding any that belong to the fleet to stay in town on pain of death; and upon firing a warning-gun, they all go aboard. The cargo they go with is seldom less than seven millions sterling. The reader will naturally imagine, that a place of this importance has been put in a condition both to defend itself, and to protect the ships that frequent it; therefore we shall treat, in the next place, of its strength.

The city has a wall on the land side, fortified with bastions, and a castle on the side towards the harbour; at the mouth of which are two other strong castles, capable of defending its entrance against many hundred sail of ships. These castles are mentioned by M. Gage, who was here in one thousand six hundred and ninety-seven. The chief, and strongest of them, and that to which lines extend from the castle first mentioned, is called El Morro, i. e. Head-land, from the point on which it stands on the left, or east side of the entrance; but the English sailors commonly call it Moor Castle, and some call it El Muro, or the Wall. It is built at the foot of two hills on a rock, with a ditch cut in it, filled with sea-water. The walls are of a triangular figure, with three large bastions, and planted with forty cannon, each twenty-four pounders. From this castle there runs a wall or line mounted with twelve prodigious long pieces of cannon, that lie level with the water, are all, or most of them, brass, carry each thirty-six pounds, and are called, by way of eminence, the Twelve Apostles. At the point between this castle and the sea there is a tower with a round lantern at the top, where a man continually watches, to

see what ships are approaching, of which he gives notice, by putting out as many flags as they are in number. The second of the castles at the harbour's mouth is called the Puntal or Mesa de Maria, (i. e. the Virgin Mary's Table) by some authors. It stands on a plain ground, on the side of the entrance which is opposite to the former, is a regular fortification with four bastions, and well planted with cannon. The third fort, which we mentioned first, is called El Fuere, or the Fort, by way of eminence, to distinguish it from the other two. It is a small, but strong work, on the west side towards the end of the narrow channel, with four regular bastions, and another platform mounted with near sixty large heavy brass cannon. Besides these three forts, there are too others, each of twelve guns, which stand on the shore four or five miles from the port. That to the east is called Cojemar, and that to the west Chorrera. These castles have in the whole one hundred and twenty guns, (one author says double the number) and are strongly garrisoned. And if they have but powder enough, they can never want bullets here, since we are told by Oviedo, that there are dug in a certain valley abundance of round smooth stones of several sizes, some as large as musket balls, and some even as the biggest cannon balls, and are used as such.

When all things were in readiness, the admiral with a great part of the fleet bore away to the westward, in order to draw the enemy's attention away from the true object, and made a feint, as if he intended to land on that side, while commodore Keppel, and captain Harvey, commanding a detachment of the squadron, approached the shore to the eastward, and affected a landing there in the utmost order, on the seventh of June, without any opposition, having silenced a small fort, which might have given some disturbance. The army was divided into two corps; one of which, commanded by general Elliot, was to advance up the country to the south east, in order to cover the siege



and secure our people employed in procuring provisions and water. The other part was to be employed in the attack upon fort Moro; this first commanded the town, and the entrance into the harbour. This attack was conducted by general Keppel; and colonel Howe, to favour this grand operation, was ordered to make a diversion to the westward of the town. This body cut off all communication between the town and the country, and kept the enemy's attention divided. It is not to be imagined what hardships the army sustained in carrying on the siege of the Moro, the earth being so thin, that they could scarce cover themselves in their approaches, and there was so great a scarcity of water, that they were obliged to bring it from the ships; the difficulty of the roads, and the heat of the climate, and having so much fatigue in bringing their artillery, that several dropt down dead; but such was the intrepidity of our people, among whom subsisted a perfect harmony, that no difficulties were capable of discouraging them. They erected batteries against the Moro, and several others, in order to drive the enemy's ships farther up the harbour, to prevent them from molesting us in our approaches. On June the twenty-fourth the garrison made a sally with little success, and the loss of three hundred men; by this time the navy, having done all in their power to assist the land forces, on July the first, three of the largest ships laid their broad sides against the fort, and began to fire upon it. The same day we opened our batteries: they continued firing seven hours, but the Moro being so much above them, and fort Puntal on the opposite side, galled them so much, that to prevent their utter destruction, they were obliged to bring them off with the loss of some men and officers. Notwithstanding our loss, yet it took off some of the enemy's attention on that side, and our fire was poured in with redoubled fury. On July the third, our capital battery was set on fire by the enemy, so that the labour of six hundred men for seven days was destroyed in a moment.

This was a heavy stroke, as sickness now greatly prevailed amongst the troops; there were no less than five thousand soldiers and three thousand sailors all sick at once. There was a total want of fresh provisions and fresh water; what they had being to be brought from a great distance; and the advanced season made them also despair of success. The hearts of the most sanguine failed within them, when they considered this gallant army wasting away continually by sickness: however, the brave officers spirited up the men in such a manner, that new batteries soon arose in place of the old ones; so that their fire soon became superior to the enemy's. They by degrees silenced the enemy's cannon, beat down their upper works, and on the twentieth of July made a lodgment in the covert-way. This and the rich prize that was in view, made their hopes more lively. On July the twelfth the Jamaica fleet arrived with several conveniencies for the siege. July the twenty-eighth the New York reinforcement arrived; some of the transports were lost in the passage, but the men were saved.

All these favourable events gave them new life; but just as they thought all their work near finished, a new difficulty arose, a monstrous ditch of eight feet deep and forty wide yawned before them, which it seemed impossible to fill up; providence had so ordered it, that a thin ridge of rock had been left to cover the ditch near the sea. On this narrow ridge the miners passed the ditch with very little loss, and July the twentieth, soon buried themselves under the wall.

The governor now saw plainly, that the fort would speedily be reduced, if some bold push was not made; therefore, on the twenty second of July, by break of day, a body of twelve hundred men were transported across the harbour, who climbed up the hills, and made their attack upon our posts, but they were soon driven down the hill with great slaughter, and the loss of four hundred men killed.

July the thirtieth, the miners had done so much execution, that a part of the wall was blown up, and fell into the ditch; leaving a narrow breach, which the general and engineer judged practicable. The troops that were to advance upon this most dangerous of all services did it chearfully, thinking it would be the end of their labours. They accordingly entered the fort, which they did with such intrepidity, coolness and resolution, that the enemy fled on all sides. About four hundred were slain on the spot, or ran into the water, where they perished. Four hundred more threw down their arms, and obtained quarter. The marquis de Gonsales, the second in command, fell, while he was bravely rallying his troops. Don Lewis de Velasco, the governor, who had so bravely defended the fort, seemed resolved to bury himself in its ruins; he had entrenched himself and his colours, with one hundred men to defend them; those being all slain, or run away, he, disdaining to retire, or call for quarter, received a mortal wound and fell, offering his sword to his conquerors. This drew tears of pity over that unfortunate valour, which had cost them so dear.

Thus the Moro fell into our hands after a vigorous struggle of forty-four days; notwithstanding the sickness raged with great violence, they immediately raised many new batteries, and the whole fire was turned against the town. Preparations for an attack were also made, and batteries erected to the westward of the town. August the second, a part of the second division of troops from North America arrived; part of them having been taken by a squadron of French men of war. August the tenth, lord Albemarle sent a flag to the governor, informing him of the preparations he had made to attack the town; but, that there might be no more blood shed, advised him to capitulate. The governor returned an answer in the most polite manner, that he would defend the town to the last extremity, and immediately began to fire.



Lord Albemarle, to convince the governor, that he was in earnest, next morning ordered a general fire from the batteries, which were poured upon the town on all sides, and continued with irresistible fury for six hours; so that all the enemy's guns were almost silenced. Upon which, to the great joy of the fleet and army, flags of truce were hung out from all quarters of the town. The town capitulated, upon having their religion, laws, and private property of the subjects secured. The garrison, which were reduced to seven hundred men, had the honours of war given them, and were to be conveyed to Spain. Thus a district of one hundred and eighty miles were yielded along with the town to the English. The Spaniards wanted to have saved the men of war, and the town to be declared a free port during the war; both these were refused them. On the fourteenth of August the town was given up, after a siege of two months and eight days.

Nine sail of the enemy's ships of the line, some of the finest ships in the world, were taken, with four frigates. They had sunk three of their capital ships at the beginning of the siege; two more were in great forwardness on the stocks; these the English destroyed. The enemy lost a whole fleet, and the money and effects of the king of Spain did not amount to less than three millions sterling.

So rich a capture as this had never been taken, which the government reaped no benefit from; yet individuals were enriched by it. The success of our arms in the East-Indies has brought into England, during the war, near six millions in treasure and jewels. Let it be also remembered, that by the Hermione, which was taken after the family compact, in which was near a million of money; this, with the others, considerably sunk the resources of money, which was one of the principal objects when the family compact was formed. These successes made a way for the general peace, which soon followed.

*An account of the taking of Manila, by general Draper and admiral Cornish.*

**M**ANILA is the seat of the Spanish vice-roy, and lies on a point of land made by a river, which issues from the lake of Bahia, and falls into the sea a little lower, at the town of Cavite, where is a spacious harbour, but of difficult entrance, because of rocks and shoals at the mouth of the bay. The city is about two miles in compass, surrounded with a good wall and ditch, and fortified with bastions and outworks; besides which, there is a fort that stands on the point of land betwixt the sea and the river, and commands the entrance of it. There are two alcalds or governors under the vice-roy, one of whom has the command of the Spaniards, and the other of the Chinese and Sangles, and other foreign nations.

The chief structures are a large cathedral, several churches and religious houses, chapels and hospitals endowed, and the Jesuits' college, founded in 1581, on the arrival of the first bishop of this see. In the church of Misericordia, which is dedicated to St. Elizabeth, the orphan daughters of Spaniards and Mistices, i. e. half Spaniards and half Indians, are admitted, and have three or four hundred pieces of eight portion paid down for them: and if they chuse to be nuns, they have a suitable allowance by the year. The insides of their churches and chapels are exceeding rich. That of St. Austin, in particular, has fifteen well-gilt altars, some of them with antependiums of beaten silver; but their structures are most of them wood, because of the earthquakes. Adjoining to the Jesuits' college is that of St Joseph, where are forty collegians, studying humanity, philosophy, and divinity, in which all degrees are given. It has particular revenues, besides the king's allowance. The collegians wear a purple habit under red cloth

gowns; and the graduates, by way of distinction, wear a string like a collar, of the same cloth. The streets are wide and handsome, having galleries running all along the front of their houses, and there is a noble market-place in the middle of it: but the regularity of the city has been spoiled by the frequent earthquakes, which have overturned several fine houses and palaces, and for this reason, all above the first floor is a slight superstructure of wood. We read, that in 1627, one of the mountains, called Carvallos, was levelled by an earthquake; and that in 1645, a third part of it was overthrown, and no less than three thousand souls perished in the ruins, and another, not much less dreadful, happened also the year following. The inhabitants of this city are a mixture of Indians, Chinese, Spaniards, &c. to the number of about six thousand; and their complexions are as different, consisting of white, black and tawny. It is computed there are about three thousand souls within the walls of this city, and as many more in the Chinese suburb. There are other large suburbs, consisting of several Indian nations, who live in houses, built on posts in the river, and beyond their suburbs, on both sides of the river, are gardens, farms, and country houses, a great way up in the country. In the suburb of the Chinese, who are the only mechanics among them, are found all sorts of workmen and trades, while the Spaniards and Indians seldom apply to any business, but when compelled to it by necessity.

The employment of the Spanish vice-roy, or captain-general, who keeps his court in this city, and has it for a term of years, is one of the most profitable belonging to the Spanish monarchy, and would be desired by most of the grandees, if it was not so far from Europe, and if there was not a certain sting in the tail of it. He has under him twenty-two alcaldes, or governors of towns and provinces, two whereof reside in the city of Manila, the government of the Europeans being committed to one, and that of the Asiatics to the other. There is also a tribunal of three or four judges, in which the captain-



general presides, but has no voice; and where the opinions are equal, he appoints some doctor to give the casting vote. These judges, as well as the solicitor for the crown, have their places for life, and cannot be turned out by the vice-roy; but he disposes of all military employments, and appoints the several alcalds or governors under him. He has the nomination also of the captains of the galleons, which sail every year to New-Spain; which post alone is worth fifty thousand crowns a year. He keeps a garrison of about eight hundred soldiers in the city, and has three or four thousand more under his command in other parts of the country, whose pay is two pieces of eight and fifty-eight pounds of rice a month each man. In short, he lives in very great state; but now comes the sting; when a captain-general is recalled, proclamation is made for all persons to come in and exhibit their complaints against him for sixty days, and he undergoes a severe trial, the successor being often his judge; and the preceding governor, when his trial is over, is sent back to Spain with an account of his conduct, and the proceeding against him; and the judges are commonly so severe in their verdict, that if he be not able to spend one hundred thousand pieces of eight in bribes, he is seldom found virtuous enough to escape imprisonment, or other punishment.

As for the archbishop of Manila, he has six thousand pieces of eight a year from the crown and the bishops of Sebu, Camerines, and Caquayan, five thousand. Besides these, a titular bishop or coadjutor resides at Manila, who assists in the first vacancy, that there be no intermission in the cure of souls. And as for the court of inquisition, a commissary is appointed here by that of Mexico.

This island has the liberty of sending two ships every year to New-Spain; but being limited to that number, they therefore build them very large. These carry the spices and rich commodities of India to Acapulco, a port in the South-Sea, in

the kingdom of Mexico or New-Spain, and bring back the valuable commodities of America and Europe.

On the twenty-fourth of September, 1763, dispositions were made for landing on the south of the town, the men of war scouring the coast of the enemy with their guns, who came down in large numbers, both horse and foot, to oppose their landing. They landed, and formed upon the beach with only the loss of a few boats. They found the town regularly fortified, and defended by an army of eight hundred regular troops. They found that it was impossible for our little army to invest it, as they might constantly be reinforced by the natives of the country, a fierce and daring people, who soon came to the assistance of the place, with ten thousand men. The ditch of the town had never been quite compleated, and several other parts of the fortifications were defective, and the suburbs of the town had not been destroyed, which afforded our men a sort of shelter from the enemy. On the twenty-sixth, before our batteries could be erected, they attempted a sally with four hundred men, but were repulsed, with great loss. By the indefatigable industry and spirit of our soldiers and sailors, three batteries of cannon and mortars were soon raised, and played upon the town with good effect. The Indians frequently molested our troops, and killed some in their barbarous manner, so that our troops gave them no quarter. The bombardment continued day and night against the town, and the navy seconded the attempts of the land forces, and opened up an incessant fire on a new quarter, which very much fatigued the garrison. On the first of October, a deluge of rain poured down, accompanied by a mighty storm of wind, which put the squadron into great danger; a storeship which had lately arrived, and contained the greatest part of the tools and necessaries, of which they were now in the greatest want for compleating their works, was driven on shore. The governor of the place added to the advantage of these appearances in his favour, by calling in the aid of his ecclesiastical cha-

rafter, telling them, that an angel from the Lord had gone out to destroy the English like the host of Sennacherib, and that these were the first appearances of their destruction. However, by the intervention of providence, notwithstanding the elements seemed to fight against them, they completed a large battery for heavy cannon, and another for mortars, made good their parallels and communications, and made all preparations. As soon as the storm ended, they silenced twelve pieces of cannon belonging to the enemy, and in less than two days all their defences were destroyed.

As the enemy now saw they had nothing to trust to from their fortification, they resolved to make sallies; one was to be on the body of the seamen, and the other on the land forces. On the fourth of October, three hours before day, in the middle of an incessant fall of rain, one thousand Indians were employed to attack the sailors with their bows and arrows; having passed the patrols in silence, they fell unexpectedly with great fury upon the quarters of the seamen: they however sustained the attack with bravery, and drove off the Indians, and at last totally routed them, with the loss of three hundred men belonging to the enemy, though these Indians behaved with the utmost courage and boldness imaginable; and had they been as well skilled in fire arms as we, the success would have been doubtful. The second sally was made by the disciplined troops of the enemy on a church, in which we had a body of Seapoys, that defended our camp. These were easily dislodged, not having the same courage and spirit as our seamen; however, our Europeans maintained their post with courage and resolution, till a detachment with ten field pieces arrived to their assistance. They then drove the Spaniards before them, with the loss of seventy men: we lost also a brave officer in this attack, with forty men killed and wounded.

This was the enemy's last effort; they were now confined within their walls. The Indians now forsook them; so the



next day their cannon were all silenced, and the breach appeared practicable.

On the sixth of October all preparations were made for a general storm under a discharge of all the cannon and mortars, which raised such a cloud of smoke, that the enemy could not perceive our advance; a parcel of shells having been thrown upon the battery, where the enemy expected we would attack them. Our troops rushed directly to the assault, conducted by officers they could depend on; and, having the pleasant prospect of a speedy conclusion to all their labours, they mounted the breach with the utmost intrepidity. The Spaniards run, and our troops entered with very little resistance. One hundred Spaniards and Indians posted in a guard-house refused quarter, and were cut to pieces: three hundred more were drowned in the river, endeavouring to escape. The governor retired into the citadel, which soon surrendered at discretion. To show the generosity of the general and admiral, after they had every thing at their command, they admitted the inhabitants to a capitulation, by which they secured their lives, liberties and properties, with the administration of domestic government, for so small a ransom as a million sterling. Thus this noble city was prevented from that destruction, which their sullen obstinacy, uninspired by a true military courage (whereby they might have made a capitulation) had laid them open. Our troops found here all sorts of necessaries to recruit their spirits, with a abundance of stores to refit the squadron; by this acquisition all the valuable islands, and the whole country depending on this city, fell into the hands of the English.

The admiral, having intelligence of the Acapulco galleon being arrived in the entrance into the Archipelago of the Philippines, on the fourth of October dispatched the Panther man of war and the Argo frigate in pursuit of her. In twenty-six days, the Argo discovered her prize; but just as she approached her, by a counter current, she was drove among

the shallows: the frigate herself was also in great danger of being lost: however, by good management, she got under sail, and overtook the galleon; an obstinate engagement ensued, which lasted two hours. The Spaniard handled the Argo so roughly, that she was obliged to give over the engagement, and repair the damage she had sustained. The current having slackened, the Panther came up with her next morning, when she was surprized to find such an obstinate resistance, he having battered her within half musket shot for two hours before she would surrender. She lay like a mountain in the water; her sides were so excessive thick, that the Panther's guns made no impression on her, but on her upper works. She had sixty guns; she in her first engagement with the Argo made use of only six, and in her engagement with the Panther only of thirteen. However, after she was taken, they were disappointed in their prize; for this was not the American galleon, but that from Manila bound to Acapulco. She however proved to be a good prize, her cargo being worth half a million sterling. An express was sent off with an account of their success the twelfth of November, and arrived at London on the fourth of April. General Draper arrived at the same time, and was received with acclamations of great joy, and his country bestowed on him the greatest marks of their approbation.

This was the last conquest in this glorious war; a war which the perfidiousness of Britain's enemies made her undertake, wherein she acquired at least ten millions of plunder, had destroyed or taken above one hundred ships of war, had reduced a considerable number of cities, towns, forts and castles; conquered twenty-five islands, and a track of continent of immense extent. The news of her victories have sounded in most parts of the globe, and her conquests have added greatly to her territories in America, Asia, &c. and may one day become as famed and more powerful than any empire

under the canopy of heaven; and wherever her streamers fly, and her cannons roar, may Britannia always be triumphant!

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